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Received JUN 27 1917

FIFTEENTH ANNUAL REPORT

OF THE

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RAILROAD AND WAREHOUSE COMMISSION

OF

MINNESOTA

TO THE GOVERNOR.

FOR THE YEAR ENDING NOVEMBER 30, 1899.

ST. PAUL, MINN.:
THE PIONEER PRESS COMPANY.
1899.

STATE OF MINNESOTA.

OFFICE OF THE RAILROAD AND WAREHOUSE COMMISSION.

ST. PAUL, Dec. 1, 1899.

To the Honorable John Lind, Governor of Minnesota:

SIR: Pursuant to the requirements of section 18, of chapter 10, of the General Laws of Minnesota, 1887, the Railroad and Warehouse Commission has the honor herewith to submit a report of the doings of the commission for the year ending Nov. 30, 1899, this being the fifteenth annual report of the commission as now organized, with such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation in its bearings upon the business and prosperity of the people of the state, with such suggestions in relation thereto as seem appropriate to the commission.

Very respectfully, your obedient servants,

IRA B. MILLS,
GEO. L. BECKER,
P. M. RINGDAL,

Commissioners.

A. K. TEISBERG,
Secretary.

JUN 27 1917

FIFTEENTH ANNUAL REPORT
OF THE
RAILROAD AND WAREHOUSE
COMMISSION
OF THE
STATE OF MINNESOTA, 1899.

RAILROAD MILEAGE IN MINNESOTA.

The total number of miles of main line of railroad operated in Minnesota (not including local transfer lines, union depot tracks and private logging roads), on June 30, 1899, was 6,338.37 miles, being an increase of 275.68 miles over the previous year. This increase is chiefly in the mileage of the Eastern Railway of Minnesota, the Great Northern and the Brainerd & Northern Minnesota. The Eastern Railway of Minnesota has completed its line from the terminus of the former Duluth & Winnipeg road, at Deer River, to Cass Lake, from Cloquet to West Superior, and from Coon Creek to Brook Park. The Great Northern has leased the new line from Park Rapids to Cass Lake, and from Cass Lake to Fosston, and has incorporated same in its system. The Brainerd & Northern has completed its line from Walker to Bemidji. The mileage of the Duluth, Mississippi River & Northern is incorporated in the mileage of the Eastern Railway of Minnesota, having been purchased by the latter.

During the past fiscal year the Minneapolis & St. Louis Railroad Company have purchased the Minneapolis, New Ulm & Southwestern Railroad and the part of the Wisconsin, Minnesota & Pacific Railroad extending from Morton to Watertown, S. D., and this is incorporated in the mileage of the Minneapolis & St. Louis road in Table No. 1. The mileage in said table given for the Wisconsin,

Minnesota & Pacific Railroad is the line extending from Red Wing to Mankato, which is now operated by the Chicago Great Western Railway Company.

The new independent railroad lines added to the list of roads in Minnesota during the past year are the Red Lake Transportation Company, whose line (ten miles) extends from Red Lake to Nebish, in Beltrami county, and the Duluth & Northern Minnesota Railway, from Knife River to Duluth & Iron Range Railroad (seven and one-half miles).

The Chicago & Northwestern and the Chicago, St. Paul, Minneapolis & Omaha companies are building several branch lines in the southwestern part of the state, under separate articles of incorporation and distinct names, but none of these new lines were in operation on June 30th last

The mileage of the terminal and transfer railroads in the state, at St. Paul, Minneapolis and Duluth, was 80.03 miles.

The report of the Duluth & Northern Minnesota road was filed too late for use in the statistical part of this report.

The Great Northern, Eastern Railway of Minnesota and Willmar & Sioux Falls companies have filed incomplete reports, in that the proportional earnings on interstate business is omitted. It should be borne in mind, therefore, that, if the companies named had reported in the same manner as all the others, the gross and net earnings of the railroads in Minnesota would have shown very much larger figures.

GROSS EARNINGS IN MINNESOTA.

The gross earnings of the roads in Minnesota from passenger, freight, express, mail, extra baggage, etc., for year ending June 30, 1899, were \$40,139,417; the same for the previous year were \$37,142,460, thus showing an increase for this year of \$2,996,957 over last year.

OPERATING EXPENSES IN MINNESOTA.

The total proportional operating expenses for Minnesota, as reported by the roads for the year ending June 30, 1899, were \$22,195,665; for the previous year the same were \$21,148,099, showing an increase for 1899 of \$1,047,566 over the previous year.

NET INCOME.

The net income for 1899 was \$17,943,752; for the previous year the same was \$15,994,361, showing an increase for 1899 of \$1,949,391.

ACCRUED INTEREST.

The total amount of interest accrued on funded debt and current liabilities of all roads reporting to this commission, for the year ending June 30, 1899, for the entire line, was \$27,140,153, being \$26,804,829 on funded debt and \$335,324 on current liabilities. The total amount so accrued in 1898 was \$27,763,158, thus showing a decrease for 1899 of \$623,005.

RENTALS PAID.

The total amount of rentals paid for use of tracks and terminals of other companies by same roads, for entire lines, for the year 1899 was \$4,779,834. The amount so paid the previous year was \$5,488,652, showing a decrease for this year of \$708,818 in this item.

DIVIDENDS PAID.

The total amount of dividends paid during the year ending June 30, 1899, by the roads reporting in Minnesota, for entire line, was \$21,547,831, being \$12,306,918 on common stock and \$9,240,913 on preferred stock. The amount of dividends paid the previous year was \$16,438,160, thus showing an increase for 1899 of \$5,109,671.

The following companies paid the above-named dividends for 1899:

| | |
|---|--------------|
| Burlington, Cedar Rapids & Northern, common stock... | \$330,000 |
| Chicago, Milwaukee & St. Paul, common stock..... | 2,318,980 |
| Chicago, Milwaukee & St. Paul, preferred stock..... | 2,278,930 |
| Chicago & Northwestern, common stock..... | 1,955,620 |
| Chicago & Northwestern, preferred stock..... | 1,567,650 |
| Chicago, St. Paul, Minneapolis & Omaha, common stock | 649,285 |
| Chicago, St. Paul, Minneapolis & Omaha, preferred stock | 787,976 |
| Chicago Great Western, preferred stock..... | 952,898 |
| Duluth, Miss. River & Northern, common stock..... | 24,000 |
| Duluth Terminal, common stock..... | 3,000 |
| Eastern Railway of Minnesota, common stock..... | 1,250,000 |
| Great Northern, common stock..... | 3,851,033 |
| Minneapolis & St. Louis, preferred stock..... | 294,583 |
| Minneapolis Western, common stock..... | 25,000 |
| Northern Pacific, common stock..... | 1,600,000 |
| Northern Pacific, preferred stock..... | 3,000,000 |
| St. Paul & Duluth, preferred stock..... | 358,876 |
| Willmar & Sioux Falls, common stock..... | 300,000 |
| Total | \$21,547,831 |

In addition to the above, the St. Paul, Minneapolis & Manitoba Company, whose lines are leased to the Great Northern Company, paid dividends amounting to \$1,200,000.

TAXES PAID ON GROSS EARNINGS IN MINNESOTA.

The total amount of taxes paid by the railroads in Minnesota for the year ending Dec. 31, 1898, was \$1,261,352.47; for the previous year the same was \$1,128,420.53, showing an increase for last year of \$132,931.41.

The total gross earnings for the entire line of all roads reporting to this commission were for the last year \$167,614,204. The total amount of taxes paid by the same in all the states through which they pass is reported at \$5,408,360, thus showing a rate of .0322 per cent upon gross earnings. The maximum in this state is .03 per cent.

SURPLUS.

The following eighteen companies operating railroads in Minnesota report a surplus, after paying operating expenses, taxes, interest, rentals and dividends, on June 30, 1899, including surplus from previous years, for entire line, as follows:

| | |
|---|---------------------|
| Brainerd & Northern Minnesota..... | \$250,829 |
| Burlington, Cedar Rapids & Northern..... | 2,954,295 |
| Chicago, Milwaukee & St. Paul..... | 12,779,871 |
| Chicago & Northwestern..... | 5,372,432 |
| Chicago, St. Paul, Minneapolis & Omaha..... | 4,506,785 |
| Duluth & Iron Range..... | 1,648,145 |
| Duluth, Missabe & Northern..... | 1,052,249 |
| Duluth, Red Wing & Southern..... | 45,060 |
| Eastern Railway of Minnesota..... | 1,686,399 |
| Great Northern..... | 2,317,841 |
| Minneapolis & St. Louis..... | 470,567 |
| Minneapolis Eastern..... | 27,277 |
| Minneapolis Western..... | 35,668 |
| Northern Pacific..... | 1,420,986 |
| St. Paul & Duluth..... | 361,470 |
| Red Lake Transportation Company..... | 228 |
| Willmar & Sioux Falls..... | 381,607 |
| Winona & Western..... | 63,550 |
| Total | \$35,375,259 |

The total surplus so reported last year was \$27,153,539, thus showing an increase in this item of \$8,221,720 for 1899.

The following five companies report a deficit, including deficits for previous years, as follows:

| | |
|---|--------------------|
| Chicago, Burlington & Northern..... | \$2,331,674 |
| Minneapolis, St. Paul & Sault Ste. Marie..... | 219,991 |
| Minneapolis, New Ulm & Southwestern..... | 37,163 |
| Winona Bridge Company..... | 20,797 |
| Wisconsin Central..... | 666,415 |
| Total | \$3,276,040 |

The total deficit the previous year was \$4,276,072, thus showing a decrease of deficits for 1899 of \$1,000,032.

Table XI., accompanying this report, gives full details of the "income account" of the several companies.

CAPITAL STOCK AND FUNDED DEBT.

The total amount of stock and funded debt of the twenty-eight companies reporting to this commission, for entire line, for year ending June 30, 1899, was \$1,174,865,535, being stock \$498,238,681, and funded debt, \$676,626,854. The total amount so reported last year was \$1,157,061,160, thus showing an increase for 1899 of \$17,804,375.

The capital stock and debt of the Great Northern company is not included in the above, viz., stock \$98,226,610 and debt, \$36,000, all of which is apportioned to other properties than railroads.

The proportional amount of stock and debt for Minnesota on road mileage basis is \$272,604,540, being \$43,065 per mile of main line.

ACCIDENTS TO PERSONS IN MINNESOTA.

One passenger was killed in 1899 and 62 injured; 1898 no passenger was killed, but 56 were injured.

Of trainmen, 26 were killed and 231 injured in 1899; the previous year 14 were killed and 193 injured.

Of switchmen, flagmen and watchmen, 8 were killed and 59 injured in 1899; the previous year 6 were killed and 71 injured.

Of other employes, 19 were killed and 233 injured in 1899; in 1898 16 were killed and 216 injured.

Of trespassers, 74 were killed and 71 injured in 1899; the previous year 80 were killed and 84 injured.

Of persons not trespassing, 11 were killed and 36 injured in 1899; the previous year 11 were killed and 38 injured.

The total number of persons killed by railroads in Minnesota was 139 and the total number injured 692; the previous year the number killed was 127 and the number injured was 655.

ORGANIZATION OF COMMISSION OF 1899.

Members of the commission: Ira B. Mills, chairman; George L. Becker, and P. M. Ringdal.

The term of Commissioner Mills expires Jan. 1, 1900. His successor will be appointed by the governor, and his term will expire Jan. 1, 1901.

The term of Geo. L. Becker will expire Jan. 1, 1901.

The term of P. M. Ringdal will also terminate Jan. 1, 1901.

The commission has heretofore been appointed by the governor, by and with the consent of the senate.

The last legislature passed an act (chap. 39, Gen. Laws 1899) providing for the election of a full board at the general election in the year 1900—two to be chosen for four years, from Jan. 1, 1901, and one for two years, from Jan. 1, 1901.

By the terms of this act, "the said commissioners, whether elected or appointed, shall not, while holding this office under this act, be interested in any stock or bonds of any common carrier, or in any contract for the construction, repair or maintenance of any railroad, or accept any retainer or employment from any common carrier under the jurisdiction of said commissioner."

CASES IN THE COURTS.

In the report of the commission for the year 1898 (pages 18, 19, 20 and 21), the case of George H. Emmons and others against the Minneapolis & St. Louis Railroad Company, asking for an order to require said company to build and maintain a station at Emmons in Freeborn county, is given at length. After a hearing, the commission decided to issue such order. (See report, 1898).

The railroad company appealed from this order to the district court for Freeborn county. This court dismissed the appeal, on the ground that, the order being an administrative one, it was not appealable.

The order not having been obeyed by the company, a writ of mandamus was, upon petition of the commission, issued by the same court. Judgment was rendered by the district court in favor of the writ, whereupon the defendant appealed to the supreme court.

The decision of the supreme court reversed the order of the district court.

The decision in this case is given in the appendix, under the head of "Decisions by the Courts."

In the case of the Jasper Milling Company against the Willmar & Sioux Falls Railway Company and the Burlington, Cedar Rapids & Northern Railway Company, concerning a "Y" track between the lines of these companies at Jasper (see report of 1898, pages 21, 22, 23, 24 and 25), there was an appeal from the order of the commission taken to the district court of Pipestone county. This appeal was dismissed by stipulation made by the attorney general and defendant's attorney. Inasmuch as the Jasper Milling Company, the petitioners in this case, have gone out of business, and the same question is involved in the Hanley Falls case, which will soon be decided by the supreme court of the United States, the commission have not brought an action to enforce its order; if the authority of the commission is sustained in the Hanley Falls case, the commission will then commence proceedings to compel a compliance with its order in this case.

The supreme court of the state in the Hanley Falls "Y" case, at the April term, 1898, made a decision affirming the judgment of the district court of Yellow Medicine county, which sustained the order of the commission (see report of 1898, page 86, and pages following), whereupon this case was taken to the supreme court of the United States by the defendant companies, by writ of error.

It has not yet been reached in the supreme court of the United States, nor is it possible to say when it will be decided.

Hanley Falls "Y" case. (See preceding case of Jasper Milling Company).

The State vs. The United States Express Company. Case still pending in the supreme court of the state.

The New Ulm coal rate case. (See report, 1898, page 36).

Since the report of 1898, made by the commission, the proceedings before the commission are stated in the record following:

STATE OF MINNESOTA.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

IN THE MATTER OF THE REASONABLENESS OF THE FREIGHT RATE CHARGED ON HARD COAL FROM DULUTH TO NEW ULM BY THE CHICAGO & NORTHWESTERN AND THE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANIES AND THE ST. PAUL & DULUTH AND THE MINNEAPOLIS & ST. LOUIS AND MINNEAPOLIS, NEW ULM & SOUTHWESTERN RAILROAD COMPANIES.

The railroad and warehouse commission of the state of Minnesota having been advised, by a resolution of the commercial union of the city of New Ulm, in the county of Brown, that the rates on

hard coal from the city of Duluth to said city of New Ulm via the Chicago & Northwestern and Chicago, St. Paul, Minneapolis & Omaha Railways, and via the St. Paul & Duluth, and Minneapolis & St. Louis and Minneapolis, New Ulm & Southwestern Railroad Companies is \$2.50 per ton, and that said commercial union deem that said rate is unreasonable and unjust, and is twenty-five cents a ton more than the rate now established by the Chicago & Northwestern to the station of Traverse, a short distance east of said city of New Ulm, and the same as the village of Marshall, eighty miles west from the said city of New Ulm, on the Chicago & Northwestern road, and that the same rate is charged to New Ulm as to the village of Madison, a considerable distance further, and that two dollars per ton would be a reasonable rate for the transportation of said coal.

And said commission, having examined the joint tariffs on hard coal heretofore filed with said commission by said companies, and it appearing from such examination that the rates charged by them from Duluth to New Ulm are as stated by said commercial union, and that the reasonableness of such rates is a proper subject for investigation by said commission.

And the resolution of said commercial union not being in sufficient form to constitute a complaint under the statute in such case provided, and not being duly verified as required by said statute.

It is therefore resolved by the railroad and warehouse commission, that they proceed upon their own motion to investigate the reasonableness of the joint rate now charged by the Chicago & Northwestern and the Chicago, St. Paul, Minneapolis & Omaha Railway Companies, and the joint rate charged by the St. Paul & Duluth and the Minneapolis & St. Louis Railroad Companies, from Duluth to the city of New Ulm, on hard coal; and to that end it is ordered that copies of this resolution be served upon each of the railroad companies hereinbefore mentioned, in the same manner as if the complaint had been made in the usual form, and that these resolutions shall stand in lieu of and serve for a complaint against said railroad companies.

And it is further ordered, that said railroad companies be, and they are hereby, notified that said commission have the reasonableness of said joint rate under consideration, and that said companies be, and they are hereby, required to answer hereto within twenty days after the service thereof upon them, as aforesaid; and that thereafter such proceedings be had thereon as upon complaint in such cases made and provided.

By order of the commission.

A. K. TEISBERG,
Secretary.

Dated St. Paul, Sept. 22, 1898.

Answers were filed at this office on October 13th by the St. Paul & Duluth Railroad, and on the 19th of October by the Chicago, St. Paul, Minneapolis & Omaha Railway, and on———

by the Minneapolis & St. Louis Railroad, all of them claiming that the rate established by them was a reasonable one.

On November 30th a hearing was fixed, to be held at New Ulm on December 6th, but afterwards, at the request of the attorney general, changed to December 14th, when the hearing was had, Attorney General Childs appearing for the petitioners and the several railroads being represented by their attorneys and freight agents. The hearing was continued until December 21st, at St. Paul, the same parties appearing.

On Jan. 19, 1899, the commission made an order reducing the rate on hard coal from \$2.50 per ton to rates shown in the order printed herein. On February 23d the rate was published according to law in the New Ulm Review. On March 4th the companies concerned were required to agree upon a division of the rate made, and so notify the commission on or before March 23d, and on failure to so agree or notify the commission, the commission would proceed to decide and determine what a just and proper division of said rate would be. The companies failed to agree, and the commission made its order of April 8, 1899, printed herewith, and also had the rates published again in the New Ulm Review.

The St. Paul & Duluth Railroad Company expressed its willingness to adopt the rate made by the commission in this case, but the Minneapolis & St. Louis Company appealed to the district court of Ramsey county, where the case is now awaiting the decision of Judge Bunn. The commission have employed Thomas D. O'Brien, Esq., of St. Paul, to assist the attorney general in the prosecution of this case.

Following are copies of the orders of the commission in this case:

STATE OF MINNESOTA.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

IN THE MATTER OF THE REASONABLENESS OF THE FREIGHT RATE CHARGED ON HARD COAL FROM DULUTH TO NEW ULM BY THE CHICAGO & NORTHWESTERN AND THE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANIES AND THE ST. PAUL & DULUTH AND THE MINNEAPOLIS & ST. LOUIS AND THE MINNEAPOLIS, NEW ULM & SOUTHWESTERN RAILROAD COMPANIES.

In the above-entitled proceeding the commission find the following facts:

First—That the St. Paul & Duluth Railroad Company is a corporation organized under the laws of the State of Minnesota, and is operating a railroad between the city of Duluth, St. Louis county,

Minnesota, to the cities of Minneapolis and St. Paul, Minnesota, and that said St. Paul & Duluth Railroad Company has track connections at Minneapolis with the Minneapolis & St. Louis Railroad Company, a corporation organized under the laws of the State of Minnesota, and operating a railroad from the cities of Minneapolis and St. Paul to Boyd, in said State of Minnesota, passing through Winthrop.

Second—That the Minneapolis, New Ulm & Southwestern Railroad Company is a corporation duly organized and existing under the laws of the State of Minnesota, and is the owner of a railroad from Winthrop in this state to New Ulm in this state, and that said company has track connections at Winthrop with the Minneapolis & St. Louis Railroad Company.

Third—All the allegations of fact contained in the resolution of this commission in the above-entitled matter, Sept. 22, 1898, are true.

Fourth—That on the twenty-second day of September, A. D. 1898, the date of the commencement of these proceedings, the St. Paul & Duluth Railroad Company, Minneapolis & St. Louis Railroad Company and the Minneapolis, New Ulm & Southwestern Railroad Company had made, and still are maintaining, to the stations hereinafter mentioned, on the line of the Minneapolis & St. Louis Railroad Company and the Minneapolis, New Ulm & Southwestern Railroad Company, the rates hereinafter stated, viz.:

SCHEDULE "A."

| From Duluth to— | Rate per Ton. |
|--------------------|---------------|
| Hopkins | \$1.75 |
| Minnnetonka | 2.00 |
| Deephaven | 2.00 |
| Excelsior | 2.10 |
| Waconia | 2.35 |
| Young America..... | 2.45 |
| Norwood | 2.50 |
| Hamburg | 2.50 |
| Green Isle..... | 2.50 |
| Arlington | 2.50 |
| Gaylord | 2.50 |
| Winthrop | 2.50 |
| Lafayette | 2.50 |
| Klossner | 2.50 |
| New Ulm..... | 2.50 |
| Gibbon | 2.50 |
| Fairfax | 2.50 |
| Franklin | 2.50 |
| Morton | 2.50 |
| Redwood | 2.50 |
| Delhi | 2.50 |
| Belview | 2.50 |
| Echo | 2.50 |

| | |
|-------------------|------|
| Wood Lake..... | 2.50 |
| Hanley Falls..... | 2.50 |
| Hazel Run..... | 2.50 |
| Clarkfield | 2.50 |
| Boyd | 2.50 |

Fifth—That the rates named in Schedule “B,” hereto annexed, and hereby made a part of these findings, on hard coal, from Duluth to stations named in said schedule, are just and reasonable, and that any greater or higher rate is unreasonable.

It is therefore ordered, That the joint rate on hard coal from Duluth to stations named in said Schedule “A,” now existing on the St. Paul & Duluth and the Minneapolis & St. Louis and the Minneapolis, New Ulm & Southwestern Railroad Companies be reduced and fixed at the rate shown in said Schedule “B.”

Dated this nineteenth day of January, A. D. 1899.

By the commission,

A. K. TEISBERG,

Secretary.

SCHEDULE “B.”

| From Duluth to— | Rate per Ton. |
|--------------------|---------------|
| Hopkins | \$1.32 |
| Minnetonka | 1.35 |
| Deephaven | 1.38 |
| Excelsior | 1.40 |
| Waconia | 1.51 |
| Young America..... | 1.56 |
| Norwood | 1.57 |
| Hamburg | 1.62 |
| Green Isle | 1.63 |
| Arlington | 1.68 |
| Gaylord | 1.75 |
| Winthrop | 1.80 |
| Lafayette | 1.86 |
| Klossner | 1.91 |
| New Ulm..... | 1.95 |
| Gibbon | 1.87 |
| Fairfax | 1.96 |
| Franklin | 2.01 |
| Morton | 2.05 |
| Redwood | 2.11 |
| Delhi | 2.15 |
| Belview | 2.21 |
| Echo | 2.23 |
| Wood Lake..... | 2.29 |
| Hanley Falls..... | 2.33 |
| Hazel Run..... | 2.38 |
| Clarkfield | 2.42 |
| Boyd | 2.48 |

STATE OF MINNESOTA.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

IN THE MATTER OF THE REASONABLENESS OF THE FREIGHT RATE CHARGED ON HARD COAL FROM DULUTH TO NEW ULM BY THE CHICAGO & NORTHWESTERN AND THE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANIES AND THE ST. PAUL & DULUTH AND THE MINNEAPOLIS & ST. LOUIS AND THE MINNEAPOLIS, NEW ULM & SOUTHWESTERN RAILROAD COMPANIES.

Whereas, in the above-entitled proceedings, after a hearing duly had, the railroad and warehouse commission of the State of Minnesota, by order dated the nineteenth day of January, A. D. 1899, declared the joint rates and charges hereinafter named to be equal and reasonable joint rates over the lines of the St. Paul & Duluth, the Minneapolis & St. Louis and Minneapolis, New Ulm & Southwestern Railroads, on hard coal, from Duluth to the stations hereinafter designated, viz.:

| From Duluth to— | Rate per Ton. |
|---------------------|---------------|
| Hopkins | \$1.32 |
| Minnetonka | 1.35 |
| Deephaven | 1.38 |
| Excelsior | 1.40 |
| Waconia | 1.51 |
| Young America | 1.56 |
| Norwood | 1.57 |
| Hamburg | 1.62 |
| Green Isle | 1.63 |
| Arlington | 1.68 |
| Gaylord | 1.75 |
| Winthrop | 1.80 |
| Lafayette | 1.86 |
| Klossner | 1.91 |
| New Ulm | 1.95 |
| Gibbon | 1.87 |
| Fairfax | 1.96 |
| Franklin | 2.01 |
| Morton | 2.05 |
| Redwood | 2.11 |
| Delhi | 2.15 |
| Belview | 2.21 |
| Echo | 2.23 |
| Wood Lake | 2.29 |
| Hanley Falls | 2.33 |
| Hazel Run | 2.38 |
| Clarkfield | 2.42 |
| Boyd | 2.48 |

And ordered that the rate on hard coal from Duluth to said named stations be reduced and fixed at the amounts named, and whereas said order was duly served on each of said railroad companies, and more than thirty (30) days have expired since such service, and no appeal has been taken from said order, and the said railroad companies have failed and neglected to adopt the rate and charges fixed by said order,

It is therefore ordered, that the rates and charges fixed by the commission be published by a publication of this order for one week in the New Ulm Review, a weekly newspaper printed and published in New Ulm, Brown county, Minnesota.

Dated at St. Paul, Minn., this twenty-third day of February, 1899.

By order of the commission.

A. K. TEISBERG,
Secretary.

Note.—This publication is made pursuant to subdivision "f" of section 8 of chapter ten (10) of the General Laws of 1887, as amended by the laws of 1891, which reads:

"In case such common carriers shall neglect or refuse, after the time for an appeal as hereinafter provided has expired, to adopt such tariff of rates, fares, charges and classifications, so made by the commission, it shall be the duty of the commission to publish such tariff of rates, fares, charges and classifications as they have declared to be equal and reasonable, in such manner as the commission shall deem expedient, and that thereafter it shall be unlawful for such common carrier to charge or maintain a higher or lower rate, fare, charge or classification than that so fixed by said commission, unless and until a court of competent jurisdiction shall have otherwise ordered and decreed."

A. K. TEISBERG,
Secretary.

STATE OF MINNESOTA.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

IN THE MATTER OF THE REASONABLENESS OF THE FREIGHT RATE CHARGED ON HARD COAL FROM DULUTH TO NEW ULM BY THE CHICAGO & NORTHWESTERN AND THE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANIES AND THE ST. PAUL & DULUTH AND THE MINNEAPOLIS & ST. LOUIS AND THE MINNEAPOLIS, NEW ULM & SOUTHWESTERN RAILROAD COMPANIES.

The railroad and warehouse commission of the State of Minnesota, having in the above-entitled proceeding, on the nineteenth day of January, A. D. 1899, made an order fixing a joint rate on hard coal from Duluth, Minn., to the stations named in said order, over the lines of the St. Paul & Duluth and the Minneapolis & St. Louis and Minneapolis, New Ulm & Southwestern Railroad Com-

panies, which order was duly served upon each of the above-named companies on or before the nineteenth day of January, A. D. 1899, and the commission having been notified by the Minneapolis & St. Louis Railroad Company that said companies named in said order could not agree upon the division of the rates so made by the commission, and the commission having, on the fourth day of March, A. D. 1899, made an order requiring the said companies to agree upon a division of the joint rates so fixed by the commission, and to notify the commission in writing if they had so agreed on or before the twenty-third day of March, 1899, at ten o'clock in the forenoon of that day, and if they failed to so agree, or failed to notify the commission of such agreement, the commission would, on said date, at its office in St. Paul, proceed to decide and determine what was a just and proper division of said joint rates, and notify said carriers to attend at said time and place and produce such evidence as they desired as to the amount or proportion of such joint rates that each interested party should receive.

On the said twenty-third day of March, at the time and place named in said order, the Minneapolis & St. Louis Railroad Company and the Minneapolis, New Ulm & Southwestern Railroad Company appeared, by Thomas Wilson, attorney, who represented Mr. A. E. Clark, the attorney for the Minneapolis & St. Louis Railroad Company, and the St. Paul & Duluth Railroad Company appeared by Emerson Hadley, its attorney, and upon the request of the attorney for the Minneapolis & St. Louis Railroad Company, and with the consent of all parties to this proceeding, the hearing on said order was continued until the twenty-seventh day of March, 1899, at the office of the commission in St. Paul, and upon said last-named date the commission proceeded to hear the evidence in the matter under consideration, and it appearing by the evidence that said railroad companies were still unable to agree, and that the Minneapolis & St. Louis Railroad Company is the owner, and operates, the Minneapolis, New Ulm & Southwestern Railroad Company, and after taking into consideration all the evidence offered, and the value of the terminal facilities, and all the circumstances of the haul, the commission find that a reasonable and proper division of the rates so made by the commission is, that the St. Paul & Duluth Railroad Company should be allowed one dollar of the said rate, and the balance of said rate should go to the Minneapolis & St. Louis Railroad Company.

That the arrangement for interchange and the compensation or mileage for the use of cars, as it existed under the joint tariff heretofore existing between said railroad companies, is found to be reasonable, and ordered continued under the joint rates established by the order of the commission.

By the commission.

A. K. TEISBERG,
Secretary.

Dated April 8, 1899.

The Minneapolis & St. Louis Railroad Company having refused to submit to the order of the commission, an action has been commenced in the district court for Ramsey county, to compel said company to put the rate ordered by the commission into effect.

The case has been argued and submitted to the court, but at the date of this report no decision has been made. Whatever the decision, it is probable that the case will go to the supreme court of the state.

OTHER PROCEEDINGS BEFORE THE COMMISSION.

The complaint against the Duluth & Iron Range Railroad Company in the ore rate case (see page 29, report 1898) was dismissed from further consideration, upon the request of the complaining parties, under date of Nov. 21, 1898, and with the consent of the defendants.

Ransom Brothers & Co. vs. Chicago, Milwaukee & St. Paul Railway Company, Chicago Great Western Railway Company and Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Case continued from last year. (See report of 1898, page 36). No arrangement having been made, a formal complaint was made by Ransom Brothers & Co., in April, 1899. Upon the request of the complainants, the case was heard first against the Chicago, Milwaukee & St. Paul and the Chicago, St. Paul, Minneapolis & Omaha Railway Companies, on June 26, 1899.

The Chicago, Milwaukee & St. Paul Railway Company asked for time to prepare a new tariff on the rates embraced in the complaint, which was granted. This matter is still pending before the commission.

The record is as follows:

First—Notice of the commission to the railway companies defendant of the filing of the complaint, to satisfy the same, or to file their answers thereto on or before April 27, 1899.

Second—The complaint.

The complaint of citizens of Thief River Falls vs. the Great Northern Railway Company, asking for a daily service, by mixed train, from Crookston to Thief River Falls during the entire year, in place of a tri-weekly service for a portion of the time.

The request was complied with, and a daily train service established.

Citizens of La Prairie vs. Eastern Railway Company of Minnesota.

Request for depot and sidetrack.

Commission visited La Prairie Jan. 11, 1899. This station is within two miles of Grand Rapids, the county seat. The business done here is very small; but La Prairie is an incorporated village, and under the laws of the state entitled to a depot. The railway company agreed to comply with the law, without further action by the commission.

Citizens of Halstad, Shelly, Climax, Neilsville and others vs. the Great Northern Railway Company.

Petition for a daily passenger service on week days between Crookston and Moorhead, instead of a tri-weekly mixed train.

The commission went over the line May 17th.

After a conference with the officers of the company, the service was established as requested, and has since been in operation.

The Northern Pacific Railway Company, April 22, 1899, filed with the commission a petition to be relieved from operation of the long and short haul clause of the state law between Duluth and St. Paul.

Notice was given to the interested parties of a hearing at the office of the commission on May 4, 1899. After hearing both sides, the commission decided to refuse this application.

Citizens of Crookston vs. the Great Northern and Northern Pacific Railway Companies.

Petition filed June 5, 1899, for a connecting track at Crookston between the lines of these two companies.

After notice of a hearing at Crookston on July 15, 1899, the commission held a meeting at that place, heard the testimony offered, and, after consideration thereof, decided to refuse the petition and dismiss the case.

Citizens of Alexandria vs. the Great Northern Railway Company.

Complaint as to insufficient freight service between Melrose and Moorhead.

Case heard by the commission at a meeting held in Alexandria, Aug. 22, 1899.

Representatives of the company promising to restore daily freight service, no order was issued by the commission.

Citizens of Neilsville and Shelly against the Great Northern Railway Company, asking for the erection of a suitable station at each place.

The commission issued its order under date of Oct. 16, 1899, requiring the defendant company to construct, complete and open a station house at each of the places named; at Shelly on or before Dec. 1, 1899, and at Neilsville on or before Dec. 15, 1899.

Citizens of Browns Valley vs. the Great Northern Railway Company.

This was a petition for the establishment of a daily passenger service on every week day, running on schedule time, between Browns Valley and Morris, each way, in place of a mixed train service between these points.

The commission went over this line, visited Browns Valley, and conferred with the officers of the company upon the subject.

The company agreed to put on a daily passenger train (except Sunday) between St. Paul and Browns Valley, each way, running on schedule time, and the necessary freight trains for the business.

This service has been in operation since Nov. 15, 1899.

Citizens of Hitterdal vs. Northern Pacific Railway Company.

A petition for a depot at Hitterdal and an extension of the loading track at that point.

Under date of Nov. 17, 1899, the company advised the commission that the depot was in course of construction, and would be ready for use within two weeks, and that the extension of the loading track would be put in at an early date.

NARROW GAUGE ROADS.

At the last session of the legislature the following law was enacted:

CHAPTER 78, GENERAL LAWS 1899.

An act to require all railroad companies owning railroads in the State of Minnesota, of less than four feet, eight and one-half inches gauge, to adopt such gauge within such reasonable time as may be fixed by the railroad and warehouse commission.

Be it enacted by the legislature of the State of Minnesota:

Section 1. That all railroad companies who at the date of the passage of this act are the owners of and operating a railroad in the State of Minnesota, of a gauge less than four (4) feet eight and one-half ($8\frac{1}{2}$) inches in width, shall within such reasonable time as may be fixed by the railroad and warehouse commission change the gauge of said railroads, to four (4) feet eight and one-half ($8\frac{1}{2}$) inches.

Sec. 2. It shall be the duty of the railroad and warehouse commission, within one year after the passage of this act, to examine

all the railroads in this state now in existence, that are less than four (4) feet eight and one-half ($8\frac{1}{2}$) inches gauge, and if they find that it is feasible or in their judgment necessary and reasonable to change the gauge of any such railroad to four (4) feet eight and one-half ($8\frac{1}{2}$) inches, they shall make their order in writing, fixing such reasonable time within which such gauge shall be changed to that width. In making such order, said commission shall take into consideration the amount and probable life of the rolling stock of such narrow gauged road, and all other facts bearing on the reasonableness of the time to be allowed to make such change of gauge.

Sec. 3. This act shall take effect and be in force from and after its passage.

Approved March 20, 1899.

There are only two narrow gauge roads in this state, viz., one running from Reno to Preston, a distance of fifty-seven miles, and one from Wabasha to Zumbrota, a distance of sixty miles. Both belong to the Chicago, Milwaukee & St. Paul system.

Pursuant to the provisions of the law, and for the purpose of informing themselves, the commission went over both of the above-named lines on September 26th and 27th. A competent civil engineer has been employed by the commission to examine the lines, with reference to the feasibility of widening the gauge and reducing the curves and grades so as to make the operation of a standard gauge road practicable, and to report on same to the commission as to probable cost.

Awaiting such further investigation, the case is still pending.

LICENSING AND BONDING COMMISSION MERCHANTS.

On May 11, 1899, the commission published the following notice in all daily newspapers at St. Paul, Minneapolis and Duluth:
To Commission Merchants:

Chapter 225 of General Laws of 1899, being an act to license and regulate the business of commission merchants, etc., takes effect June 1st next.

All parties desiring to transact business of the character covered by said law in this state are requested to send their names and addresses to this office at once, so that proper blanks can be forwarded to them by the commission.

The following circular was prepared to go with the required blanks:

STATE OF MINNESOTA.

OFFICE OF RAILROAD AND WAREHOUSE COMMISSION,

612-616 Endicott Building,
St. Paul, Minn., May 17, 1899.

To Whom It May Concern:

The railroad and warehouse commission of the State of Minnesota, who are charged with the execution of the provisions of the law given below, desire to call your particular attention at this time to the provisions of section 4 thereof, and, for the purpose of facilitating the matter, we herewith inclose blank forms as follows: First, application for license; second, blank bond, together with blank form for statement of financial condition of sureties.

The commission have fixed the amount of the bond to be furnished at a sum equal to ten per cent of the total business during the last preceding twelve months of each commission merchant, firm or corporation, as defined in section 6 of the act referred to. The commission reserves the right to require an additional bond in such amount as may be deemed necessary at any time, of which you will be duly advised.

Upon receipt of the application and bond, properly executed, together with the fee of one dollar fixed by the law, the commission will forward you a license as contemplated by the act.

Yours respectfully,

THE RAILROAD AND WAREHOUSE COMMISSION,

By A. K. Teisberg, Secretary.

The constitutionality of the law was questioned by the commission merchants, and two cases were instituted as test cases in the courts; one covering grain commission men and the other produce commission men.

The commission retained Hon. H. W. Childs, formerly attorney general of the state, to take charge of the cases for the state.

The cases were decided by the state supreme court during the October term, and the constitutionality of the law upheld. The decisions are given herein, under the head of "Decisions of the Courts." Application was made for a rehearing before said court, but denied. Since the decision was made, several conferences have been had with this commission by commission men, to arrange the basis of the bond and various other matters in connection therewith, so that, while at this writing no licenses have been issued, there are good reasons to believe that all commission men will take out such license and do business under the law.

INFORMAL COMPLAINTS AND PETITIONS ACTED UPON AND DISPOSED
OF BY THE COMMISSION.

No. 1.—Delays in transferring live stock from the terminals at St. Paul to South St. Paul stock yards. This matter was brought up before the commission by Senator Valentine Batz of Stearns county, during the session of the legislature last winter. The complaint was, that too much time was consumed from the time the stock arrived at St. Paul till it reached the market at South St. Paul, frequently causing considerable loss to the shipper, both in time and by reason of shrinkage in weight. The various roads involved were communicated with in writing, and two hearings were held, to which all parties interested were invited, and many were present.

On April 10, 1899, the commission addressed the following letter to the general managers of the roads concerned, and they have apparently remedied the evil, for the complaints have ceased to come in this matter to the commission. The following is the letter:

Complaint has been made to this commission of delays in the transfer of stock cars from your respective lines, consigned to the South St. Paul stock yards.

The commission has held two hearings for ascertaining the facts, which were attended by representatives of the roads named and by shippers and commission men who are concerned in this trade.

The statements made by the shippers and commission men, which were practically uncontradicted, show great delays and irregularities on the part of different companies which handle this traffic. There is too much foundation for the complaints which have been made, and the commission feels called upon to direct your attention to the subject, with a view of correcting the evil.

This is a matter of railway management pure and simple. It presents no impossible or difficult problems, and demands and requires your earnest and immediate attention.

It may seem a small matter to railway managers, but it is a source of annoyance and irritation to your patrons. To build up this trade and make it successful something must be done by you.

The commission now formally calls your attention to the subject.

Better than anyone else, you can prepare and put in operation the rules and regulations which will remedy the evil complained of.

We are reluctant ourselves to take jurisdiction of the matter, as we believe that the operating problems can be most satis-

factorily solved by an amicable arrangement between yourselves; but if the companies concerned, after this appeal from us, do not take up the problems and solve them satisfactorily, we shall be obliged to take such action and suggest such changes in the mode of operating the roads and conducting of this business as is reasonable or expedient in order to promote the security, convenience and accommodation of the public.

No. 2.—Fuchs & Schwartz, millers at Watkins Station, on the “Soo” road, desired the commission to make an order directing the railroad company to construct a spur track to their mill at that point. On investigation, however, it was found that their mill was nearly 400 feet from the limits of the right of way of the company, and the commission informed them that under the law the commission had no authority in such case to order a spur track.

No. 3.—Wm. Fox, Jr., of Franklin, requested the good offices of the commission, in January last, to obtain a site for an elevator at said station of the Minneapolis & St. Louis Railroad Company. After considerable correspondence and some delays, he finally got a site in May last.

No. 4.—Haag & Flor, owners of a mill at Buffalo Lake, on the Chicago, Milwaukee & St. Paul Railway, was a case of the same kind as No. 2 above, and the commission could only advise them to negotiate with the company for as good terms as possible for a sidetrack.

No. 5.—Citizens of Cobden vs. Chicago & Northwestern Railway. This was a petition for a depot, for which they had asked the company a year ago. On presenting the petition to the company, the commission was advised in May last that orders had been given for the erection of a small depot at Cobden, and in June we were advised that it was well under way.

No. 6.—Mr. W. A. Schweiger, Minneapolis, vs. Chicago, Milwaukee & St. Paul Railway. This was a complaint that the company refused to switch foreign cars for him to a convenient point for his wood yard in South Minneapolis, while the company was doing so for his competitors. On presenting the complaint to the company, it denied the allegation, but on further investigation found that three or four wood dealers were getting such switching service, although not located upon the company's sidetracks, and they were notified that such service would be discontinued in the future, thus placing all wood dealers not on sidetrack upon the same footing.

No. 7.—Minnehaha Improvement Association of Minneapolis vs. Chicago, Milwaukee & St. Paul Railway. This was a petition for maintaining an agent and stopping passenger trains at Minnehaha station, which had been discontinued for some time after the street railway reached that point. After some correspondence, and after the petitioners had waived their demand for an agent, the company agreed to stop two of its passenger trains each way at said station.

No. 8.—Scanlan & Haberstad, Lanesboro, vs. Chicago, Milwaukee & St. Paul Railway. The petitioners owned a mill to which they desired a spur track. On investigation, however, it was found that the mill was located more than a quarter of a mile beyond the end of the switches of the company, so that the provisions of chapter 65 of General Laws of 1893 would not be applicable.

No. 9.—The Hills Mercantile & Elevator Company of Hills vs. Sioux City & Northern Railway. The elevator of complainants is located on the sidetrack of the Sioux City & Northern road, at Hills, which is a junction point of that road and the Illinois Central, with connecting tracks. The complainants desired to ship grain out of their elevator by way of the Illinois Central road, and the Sioux City & Northern road would not haul cars of grain from its tracks and deliver to the competing road at same station. The commission ruled that, under the law, the position of the Sioux City & Northern road was tenable, and advised the complainants that, if they wished to ship grain over the Illinois Central road from Hills, they would either have to have an elevator on that road or haul the grain over to it; the facilities of the Sioux City & Northern road could not be used for the benefit of the Illinois Central except by voluntary consent.

No. 10.—John J. Ahmann and others of Torah vs. Great Northern Railway. This was a petition for a rearrangement of the sidetracks at that station, so as to give more room for industry tracks. The commission visited the station in July, and on its return made its representations to the company, with the result that the sidetracks were rearranged to suit the demands of business at that point, and to the entire satisfaction of the complainants.

No. 11.—Citizens of Preston vs. Chicago, Milwaukee & St. Paul Railway. This was a complaint for discrimination in rates between Preston and Chicago, on grain going out and merchandise coming in, as compared with rates to and from competing points on the Southern Minnesota division of same road. The complaint involved interstate commerce, and so, of course, was not within

the jurisdiction of this commission; but we took it up with the company, with the result that the rates complained of were reduced to the basis of the rates on the other lines in adjacent territory, both in this state and in Iowa.

No. 12.—W. P. Davison, St. Paul, vs. Chicago & Northwestern Railway. This was a request for the assistance of the commission to procure for petitioner an elevator site at Gilfillan Siding, where there is only one elevator. The matter was presented to the company, and Mr. Davison obtained a site.

No. 13.—Complaints of shortage of - cars. During the grain-shipping season this fall serious shortage of cars for shipping grain to the markets has prevailed, especially on the Chicago & Northwestern and on the Omaha roads, to a less extent on the Milwaukee. On the Northern Pacific and Great Northern only a very few cases have come to the knowledge of the commission. The commission has taken up each case promptly, presented it to the company concerned, and made such investigation as opportunity offered. The action of the commission in these matters undoubtedly afforded the complainants more speedy relief than would otherwise have been experienced.

No. 14.—Loading platforms. Under the provisions of chapter 222 of General Laws of 1899, being "an act requiring the railroads to build platforms to facilitate the loading of grain, live stock and other commodities into cars for shipment," several applications have been made to the commission for the enforcement of said act. Most of the applications came from points on the Great Northern road in the Red River Valley. All such applications were brought to the attention of the company, and in each case the company agreed to put in such platform as fast as it could be done. Some delays were experienced on account of the large amount of other work on hand and the scarcity of men to do the work.

No. 15.—Free transportation to stock shippers. Chapter 179, General Laws of 1899, provides that railroads shall furnish free transportation to shippers of live stock by the carload within this state, one man to one carload and one additional person for every four carloads, to and from point of destination. This law is based upon the theory that live stock requires more personal attention while in transit than any other kind of freight, and that the ordinary trainmen cannot give it such attention. The attention of all companies was called to this law in May last, and after some consideration notified the commission that they were willing to comply with the terms of the law.

CONFERENCE ON RATES IN SOUTHWESTERN MINNESOTA.

BEFORE THE COMMISSION BETWEEN MEMBERS OF THE LAST LEGISLATURE AND REPRESENTATIVES OF THE RAILWAY COMPANIES IN THAT PART OF THE STATE.

At the instance of Senator Miller and other senators and representatives from the southern part of the state, the commission appointed Feb. 9, 1899, as the time, and their office as the place, for an informal conference to consider grain and other railway rates the southern part of the state. Notice thereof was given to the railway companies, and to the members of the legislature who had expressed an interest in the subject.

At the time and place appointed for a conference, the commissioners were all present.

Senators Miller, Shell and Shellbach were also present.

The railway companies were represented by Thomas Wilson, Esq., general attorney of the Chicago, St. Paul, Minneapolis & Omaha Railway Company; J. T. Clark, general traffic manager same company; L. W. Bowers, Esq., general attorney Chicago & Northwestern Company; H. R. McCulloch, vice president same company; W. M. Hopkins, general freight agent Minneapolis & St. Louis Company; A. J. Earling, vice president Chicago, Milwaukee & St. Paul Railway Company; A. C. Bird, general traffic manager same company; J. J. Hill, president Great Northern Railway Company; M. D. Grover, general attorney same company.

This conference was a protracted one, all the parties named participating.

The utmost freedom and fairness characterized the discussions, and at the close of the day an adjournment was had until Feb. 23, 1899, at 2 o'clock p. m., at the same place, the object of the adjournment being, as stated, to enable the parties representing the different railways to consider the propositions made with reference to a reduction of rates, and to enable the rate clerks to make a final answer as to what they could or could not do in this direction.

On the twenty-third day of February, 1899, this adjourned meeting was held. In addition to the gentlemen named as attending the first conference, there were present Senators Halvorson and Representatives Dyer and Larson.

The whole day was consumed in the discussion of the topics under consideration.

The official record, which is preserved in the office of the commission, and which is a verbatim report of the proceedings, contains over 100 pages of closely-printed typewriting.

The commission regrets that it has not the space or the means to print this report in full, as it believes such publications would be of great value to the people, not only of southern Minnesota, but of the whole state; but we can state results only. As stated at the close of the discussion, by a member of the commission, it appeared that there were three things asked for by those at whose instance the conference was called:

1. A general reduction in rates on flax and wheat of somewhere about a cent per 100 pounds.

2. A readjustment of rates between points where there is the greatest discrepancy.

3. A readjustment of flax and wheat rates where the difference is greatest.

Upon this statement, the representatives of the railway companies undertook to confer together, and to report the result to the commission on or before March 15, 1899.

In accordance with this understanding, the following schedule of rates were agreed upon, to take effect April 10, 1899, to-wit:

(Chicago, St. Paul, Minneapolis & Omaha Railway.)

| Between | | And Minneapolis | | And Duluth | |
|---------------------------------|----------------|-----------------|--------|------------|--------|
| | | Flaxseed. | Wheat. | Flaxseed. | Wheat. |
| Bingham Lake, Minn. | Present | 16 | 14 | 23 | 19½ |
| | Proposed | 15 | 14 | 22 | 19½ |
| Windom, Minn. | Present | 17 | 14½ | 23 | 20½ |
| | Proposed | 16 | 14½ | 22 | 20½ |
| Wildor, Minn. | Present | 17½ | 15 | 23 | 20½ |
| | Proposed | 16½ | 15 | 22 | 20½ |
| Heron Lake, Minn. | Present | 18 | 15 | 23 | 20½ |
| | Proposed | 17½ | 15 | 22 | 20½ |
| Dundee, Minn. | Present | 18½ | 15 | 24 | 20½ |
| | Proposed | 17½ | 15 | 22 | 20½ |
| Lime Creek, Minn. | Present | 18½ | 15 | 24 | 20½ |
| | Proposed | 17½ | 15 | 22 | 20½ |
| Avoca, Minn. | Present | 19 | 15 | 24 | 21½ |
| | Proposed | 17½ | 15 | 22 | 21 |
| Slayton, Minn. | Present | 19½ | 15½ | 24 | 21½ |
| | Proposed | 18 | 15 | 22 | 21 |
| Hadley, Minn. | Present | 20 | 16 | 24 | 21½ |
| | Proposed | 18 | 15½ | 22 | 21 |
| Lake Wilson, Minn. | Present | 20 | 16½ | 24 | 22 |
| | Proposed | 18 | 15½ | 22 | 21 |
| Woodstock, Minn. | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Gray Spur, Minn. | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Pipestone, Minn. | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Prairie Junction, Minn. | Present | 18½ | 15 | 23 | 20½ |
| | Proposed | 17½ | 15 | 22 | 20½ |
| Brewster, Minn. | Present | 19 | 15 | 23 | 20½ |
| | Proposed | 18 | 15 | 22 | 20½ |
| Worthington, Minn. | Present | 20 | 15 | 23 | 21½ |
| | Proposed | 18 | 15 | 22 | 21 |
| Sioux Falls Junction, Minn. ... | Present | 20 | 15½ | 23 | 21½ |
| | Proposed | 18 | 15½ | 22 | 21 |
| Rushmore, Minn. | Present | 20 | 16 | 24 | 21½ |
| | Proposed | 18 | 15½ | 22 | 21 |
| Adrian, Minn. | Present | 20 | 16½ | 24 | 21½ |
| | Proposed | 18 | 15½ | 22 | 21 |

(Chicago, St. Paul, Minneapolis & Omaha Railway.—
Continued.)

| Between. | | And Minneapolis | | And Duluth | |
|-------------------------|----------------|-----------------|--------|------------|--------|
| | | Flaxseed. | Wheat. | Flaxseed. | Wheat. |
| Magnolia, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Warner, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Luverne, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Ash Creek, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Beaver Creek, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Org, Minn..... | Present | 20 | 15½ | 23 | 21½ |
| | Proposed | 18 | 15½ | 22 | 21 |
| Bigelow, Minn..... | Present | 20 | 16 | 24 | 21½ |
| | Proposed | 18 | 16 | 22 | 21 |

(Burlington, Cedar Rapids
& Northern.)

| | | | | | |
|------------------------------|----------------|-----|-----|----|-----|
| Round Lake, Minn..... | Present | 20 | 15 | | |
| | Proposed | 18 | 15 | | |
| Worthington, Minn..... | Present | 20 | 15 | | |
| | Proposed | 18 | 15 | | |
| Ellsworth, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Kanaranzi, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Luverne, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Hardwick, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Trosky, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| North Sioux Falls, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Jasper, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Pipestone, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Cazenovia, Minn..... | Present | 20½ | 17 | 24 | 22 |
| | Proposed | 18½ | 16 | 23 | 21½ |
| Altoona, Minn..... | Present | 21 | 17 | | |
| | Proposed | 19 | 16½ | | |

(Illinois Central.)

| | | | | | |
|------------------|----------------|----|----|--|--|
| Bruce, Minn..... | Present | 20 | 17 | | |
| | Proposed | 18 | 16 | | |
| Hills, Minn..... | Present | 20 | 17 | | |
| | Proposed | 18 | 16 | | |
| Steen, Minn..... | Present | 20 | 17 | | |
| | Proposed | 18 | 16 | | |

(Chicago, Milwaukee & St.
Paul.)

| Between | | And Minneapolis. | | And Duluth. | |
|-----------------------------|---------------|------------------|--------|-------------|--------|
| | | Flaxseed. | Wheat. | Flaxseed. | Wheat. |
| Granite Falls, Minn..... | Present | 14½ | 13 | | |
| | Proposed | 13½ | 12 | | |
| Minnesota Falls, Minn..... | Present | 13½ | 12½ | | |
| | Proposed | 13½ | 12 | | |
| Meyers, Minn..... | Present | 14½ | 13 | | |
| | Proposed | 14 | 12½ | | |
| Pipestone, Minn..... | Present | 20 | 17 | | |
| | Proposed | 18 | 16 | | |
| Airlie, Minn..... | Present | 20 | 17 | | |
| | Proposed | 18 | 16 | | |
| Hatfield, Minn..... | Present | 20 | 17 | | |
| | Proposed | 18 | 16 | | |
| Edgerton, Minn..... | Present | 20 | 16½ | | |
| | Proposed | 18 | 16 | | |
| Chandler, Minn..... | Present | 20 | 16 | | |
| | Proposed | 18 | 15½ | | |
| Iona Lake, Minn..... | Present | 19 | 15 | | |
| | Proposed | 18 | 15 | | |
| Fulda, Minn..... | Present | 18½ | 15 | | |
| | Proposed | 17½ | 15 | | |
| Kinbrae, Minn..... | Present | 18½ | 15 | | |
| | Proposed | 17½ | 15 | | |
| Prairie Junction, Minn..... | Present | 18½ | 15 | | |
| | Proposed | 17½ | 15 | | |
| Okabena, Minn..... | Present | 18 | 15 | | |
| | Proposed | 17½ | 15 | | |
| Lakefield, Minn..... | Present | 18 | 15 | | |
| | Proposed | 16½ | 15 | | |
| Jackson, Minn..... | Present | 17 | 14½ | | |
| | Proposed | 16 | 14½ | | |
| Alpha, Minn..... | Present | 17 | 14 | | |
| | Proposed | 16 | 14 | | |

(Sioux City & Northern.)

| | | | | | |
|-------------------|---------------|----|----|----|----|
| Manley, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Hills, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |

(Great Northern.)

| | | | | | |
|--------------------------|---------------|-----|----|-----|-----|
| Maynard, Minn..... | Present | 13½ | 12 | 17½ | 16 |
| | Proposed | 13 | 12 | 16½ | 15½ |
| Granite Falls, Minn..... | Present | 14½ | 13 | 18½ | 16½ |
| | Proposed | 13½ | 12 | 17 | 15½ |
| Hanley Falls, Minn..... | Present | 14½ | 13 | 18½ | 17 |
| | Proposed | 13½ | 12 | 17½ | 16 |
| Cottonwood, Minn..... | Present | 14½ | 13 | 18½ | 17 |
| | Proposed | 14 | 12 | 18 | 16½ |
| Green Valley, Minn..... | Present | 15 | 14 | 19 | 18 |
| | Proposed | 14½ | 13 | 18½ | 17½ |
| Marshall, Minn..... | Present | 16 | 14 | 20 | 18½ |
| | Proposed | 15½ | 14 | 19½ | 18½ |

(Great Northern—Continued.)

| | | And Minneapolis. | | And Duluth. | |
|----------------------|---------------|------------------|--------|-------------|--------|
| | | Flaxseed. | Wheat. | Flaxseed. | Wheat. |
| Lynd, Minn..... | Present | 16 | 14 | 20 | 18½ |
| | Proposed | 15½ | 14 | 19½ | 18½ |
| Russell, Minn..... | Present | 16 | 14 | 21 | 18½ |
| | Proposed | 16 | 14 | 20½ | 18½ |
| Florence, Minn..... | Present | 17 | 15 | 21 | 19 |
| | Proposed | 16 | 15 | 20½ | 19 |
| Ruthton, Minn..... | Present | 17 | 15 | 22 | 20 |
| | Proposed | 16 | 15 | 21 | 20 |
| Holland, Minn..... | Present | 19 | 15 | 23 | 21 |
| | Proposed | 17 | 15½ | 21 | 20 |
| Pipestone, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Ihlen, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |
| Jasper, Minn..... | Present | 20 | 17 | 24 | 22 |
| | Proposed | 18 | 16 | 22 | 21 |

(Minneapolis & St. Louis.)

| | | | |
|-------------------------|---------------|-----|-----|
| Hanley Falls, Minn..... | Present | 14½ | 13 |
| | Proposed | 13½ | 12 |
| Wood Lake, Minn..... | Present | 14 | 13 |
| | Proposed | 13½ | 12 |
| Hazel Run, Minn..... | Present | 14½ | 13 |
| | Proposed | 14 | 12½ |
| Dawson, Minn..... | Present | 15 | 13½ |
| | Proposed | 14½ | 13 |

The commission regrets that it is compelled by the force of circumstances to condense and abbreviate what it has to say with reference to those important conferences, with reference also to other matters of interest which are referred to in this report.

Attention is called to the reports of the chief grain inspector, and the state weighmasters at Minneapolis and Duluth, which are published herein.

They will be read with interest by all who are concerned in the administration of the grain and warehouse laws of Minnesota.

All of which is respectfully submitted.

DECISIONS BY THE SUPREME COURT OF MINNESOTA.

STATE ex rel. RAILROAD AND WAREHOUSE COMMISSION

vs.

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY.

(Supreme Court of Minnesota. June 9, 1899.)

RAILROADS—DEPOTS AT VILLAGES.

1. Laws 1897, chapter 94, provides that all railroad companies shall provide, "at all villages and boroughs" on their respective roads, depots, with suitable waiting rooms for the protection and accommodation of passengers, and freight rooms for the storage and protection of freight. Held, that the word "village" must be construed as referring only to incorporated villages.

2. The facts considered, and held not to justify an order of the railroad and warehouse commissioners requiring the defendant to build and maintain a passenger station at an unincorporated village of 100 inhabitants, situated in a strictly rural and agricultural part of the state, and within seven-tenths of a mile of an existing passenger and freight station. The fact that the existing station is situated across the state line in another state is, in and of itself, no reason for requiring the defendant to build and maintain another station.

Buck, J., dissenting.

(Syllabus by the court.)

Appeal from district court, Freeborn county; James H. Quinn, judge.

Application by the state, on the relation of the railroad and warehouse commission, for a writ of mandamus to the Minneapolis & St. Louis Railroad Company. Judgment for relator, and defendant appeals. Reversed.

Albert E. Clarke, for appellant. W. B. Douglas, attorney general, John A. Lovely, and Lafayette French, for respondent.

Mitchell, J. The railroad and warehouse commissioners, upon the petition of numerous citizens, and after a hearing at which the railway company appeared and opposed the granting of the petition, made an order requiring the Minneapolis & St. Louis Railroad Company to build and maintain at Emmons, a small, unincorporated village on the line of its road, a station house for the convenience of the public, the outside measurement of which should be sixteen feet by forty-four feet, and which should contain a waiting room, of the width of the building, and at least eighteen feet long, and suitably lighted and heated, for the accommodation of the traveling public, with suitable platforms for the purpose aforesaid, and that the same should thereafter be maintained as a regular station house of the company. The railway company having

refused to comply with the order, the state, on the relation of the commissioners, applied to the district court for a writ of mandamus to compel it to do so. The railway company appeared and answered to the alternative writ of mandamus. Upon the trial the only evidence introduced by the state was the findings of the railroad and warehouse commissioners. The railway company introduced no evidence. The court found, as a conclusion of law, that the relators were entitled to a peremptory writ of mandamus compelling the railway company forthwith to comply with the order of the commissioners, and from the judgment entered accordingly it appealed to this court.

It becomes important, at the outset, to determine whether this action, and the order sought to be enforced by it, are based upon the provisions of Laws 1897, chapter 94, or upon the powers granted to the railroad and warehouse commissioners by the general railroad and warehouse commission act (General Statutes 1894, chapter 6, title 9), and particularly section 388. This depends upon the construction to be given to the word "village," as used in the act of 1897. That act provides "that all railroad corporations or companies operating any railroads in this state shall * * * provide at all villages and boroughs on their respective roads, depots with suitable waiting rooms for the protection and accommodation of all passengers patronizing such roads and a freight room for the storage and protection of freight. * * * Such railroad corporations or companies shall at all such depots or stations stop their trains regularly as at other stations to receive and discharge passengers, and, for at least one half hour before the arrival and one half hour after the arrival, of any passenger train, cause their respective depots or waiting rooms to be open for the reception of passengers; said depots to be kept well lighted and warmed for the space of time aforesaid." While the word "village" is often used to apply to any small assemblage of houses for dwelling or business, or both, in the country, whether incorporated or unincorporated, yet we are satisfied that the word, as used in this statute, applies exclusively to incorporated villages. In the first place, the maxim, "*Noscitur a sociis*," applies. The word "village" is used in connection with the word "borough," which is never applied to any place except an incorporated municipality. See title "Borough," 4 A.L. & Eng. Enc. Law (2d Ed.). We have several boroughs created by special charter in the early history of the territory and state, the name having been evidently borrowed from some of the eastern, middle, or border states, such as Pennsylvania, where it is in common use. In the second place, the duties imposed on railroad companies by this act are mandatory, apply to all villages, and are imposed by the legislature itself, and not left to the discretion of the railroad and warehouse commissioners, according as they may or may not determine that public necessity or convenience requires a passenger or freight station to be provided at a particular village. Hence, if the word "village," in this act, is to be given its general popular meaning, as contended for by counsel for the relators, it

would be the absolute duty of a railroad company to provide and maintain such a station at every little hamlet along its line, without regard to its size or amount of business, and without regard to its proximity to other stations, or to the necessities or convenience of the public. It is not to be lightly assumed that the legislature intended to impose any such onerous and unreasonable duties upon railroad companies. Indeed, it is more than doubtful whether any such act could be upheld as a legitimate exercise of the police power of the state. If the statute is limited to incorporated villages, the duties imposed are still sufficiently onerous, yet they could be said to have some reference to public convenience; for, to authorize the incorporation of a village, there must be at least 175 inhabitants in a compact or contiguous tract of territory, urban or semiurban, and not strictly rural in its character. General Statutes 1894, section 1200; State vs. Village of Minnetonka, 57 Minn. 526, 59 N. W. 972. And, lastly, if the statute is construed as applying to all villages, in the popular sense, whether incorporated or unincorporated, there is no definite rule by which to determine to what place this mandatory duty of providing a depot and station applies. Who is to determine whether a given place has ceased to be strictly rural, and has become so far urban or semiurban in its character as to be entitled to be called a village, even in the general and popular meaning of that word? The railroad and warehouse commissioners themselves are evidently of opinion that the statute applies only to incorporated villages, and we have no doubt that in this they are correct.

2. But there is no doubt of the power of the commissioners, under the general railroad and warehouse commission act, to require a railroad company to provide a suitable depot and passenger waiting room at any place, incorporated or unincorporated, where public necessity or convenience reasonably requires it to be done. But this power is neither absolute nor arbitrary. The facts must be such, having regard to the interests, not only of the particular locality, but also of the public at large and of the railroad company itself, as to justify the commissioners, in the exercise of a reasonable discretion and judgment, in ordering the railway company to provide a depot and passenger station at the place in question. Counsel for the relators admit this. The only evidence being the report of the commissioners themselves, we must refer to it to ascertain whether the facts therein stated reasonably justified their order requiring the railroad company to provide and maintain a depot and station at Emmons. The statute provides that "on such hearing (before the court, as in this case, to enforce the order of the commissioners) the findings of fact in the report of said commission shall be prima facie evidence of matters therein stated." General Statutes 1894, section 399. The power of the legislature to establish this rule of evidence is so well settled that we deem it unnecessary to occupy time in argument, or the citation of authorities, in support of the proposition. It will be noted that it is the facts

found by the commissioners, and not the conclusions which they draw from those facts, which are made prima facie evidence. The facts found by the commissioners are, in substance, as follows: Emmons is on the line of the appellant's road, near the Iowa line, and has a population of about 100. It has three stocks of general merchandise, two hardware stores, three blacksmith shops, two restaurants, one furniture store, one drug store, one lumber and coal yard, one grain elevator, one feed mill, one creamery, one butcher shop, one livery stable, and fourteen or more dwelling houses; and tributary thereto is a rich and populous agricultural country, which extends to a distance of fifteen or sixteen miles in a westerly direction, and five or six miles in other directions. That it is five and seven-tenths miles from Emmons to the first railroad station on the line of said railroad north of it, and there is no station on the line of said railroad south of Emmons within the state of Minnesota. That there is a station called "Norman" in the state of Iowa, seven-tenths of a mile by rail, and one mile by wagon road, from Emmons; but said Norman, being within the state of Iowa, is not subject to the jurisdiction or control of this commission. Second. That the respondent has built and maintains a spur track at Emmons for the reception and delivery of freight in car-load lots, but that all business transacted by the people of Emmons, and of the country tributary thereto, with said railroad company, other than loading and unloading car-load freight, under existing conditions, is necessarily to be transacted at Norman; and in consequence thereof the people of Emmons are subject to much inconvenience, expense, and annoyance, and are required to go without the state of Minnesota, into the state of Iowa, for the transaction of such business. Third. That during the year ending December 31, 1896, there was shipped from Emmons, on said railroad, butter, on which freight charges were collected amounting to \$2,004.69; 101 car loads of grain, on which freight charges were collected amounting to \$5,552.88; 74 car loads of live stock, on which freight charges were collected amounting to \$3,153.45; 3 car loads of hay, on which freight charges were collected amounting to \$97.06; and one car load of emigrants' movables, on which freight charges were collected amounting to \$16.62,—making the total collection of freight charges on outgoing freight during said time \$10,824.64. That during the same period there was shipped to Emmons merchandise, in less than car loads on which freight charges were collected amounting to \$1,199.42; 42 car loads of lumber, on which freight charges were collected amounting to \$1,929.24; 33 car loads of coal, on which freight charges were collected amounting to \$1,237.58; 3 car loads of salt, on which freight charges were collected amounting to \$186.80; 1 car load of farm machinery, on which freight charges were collected amounting to \$47.70; 1 car load of wire and nails, on which freight charges were collected amounting to \$84.64; 2 car loads of stone, on which freight charges were collected amounting to \$54.62,—making the total collection of freight charges on incoming freight during said period \$4,689.80, and a total of freight

charges collected on incoming and outgoing freight during said period of \$15,524.44. "That figures were not furnished this commission for the business of 1897, except on grain shipments up to the time of the hearing, which amounted to 178 car loads, from which we estimate, and so find, that the freight charges for the year 1897 on incoming and outgoing freight at Emmons exceeded \$20,000. We are unable to find the receipts of the railroad company upon passenger business at Emmons, for the reason that, under existing conditions at Emmons, passengers, either incoming or outgoing, are required to take the cars or alight therefrom at Norman." What follows consists merely of inferences and conclusions drawn from these facts.

It is apparent from this that the surrounding country is strictly rural and agricultural, although, as the commissioners say, rich and prosperous; also, that the existing stations on appellant's road (Norman) south and (Twin Lakes) north of Emmons are only six and four tenths miles apart, which the courts will take judicial notice is not greater than the ordinary distance between stations in the rural and agricultural portions of this state. There is no finding that the facilities at the station of Norman for both freight and passenger traffic are not ample for the accommodation of the public. The only objections found against it are that it is just over the line in the state of Iowa, and hence not subject to the jurisdiction of the relators, and that the people of Emmons and vicinity are compelled to go into the state of Iowa for the purpose of transacting business with the railroad,—considerations which, in our judgment, are not entitled to a particle of weight. It may be unfortunate for Norman that it is not in this state, so as to be subject to the jurisdiction of our railway and warehouse commission; but Iowa is generally supposed to be a civilized state, whose laws provide security for life and property as effectually as our own, and which exercises as efficient police power over common carriers as Minnesota. In trade and commerce, state lines go for nothing. A citizen of Minnesota who goes into Iowa is still in his own country, and has to pay neither a poll tax to enter, nor an import or export tax on his property. It is commendable in citizens of Minnesota to attempt to build up their own state in every proper way. It is also a commendable ambition on the part of the inhabitants of Emmons to benefit their own village, and themselves individually. But this is no reason why these things should be done at the expense either of the appellant or the public at large. If any such narrow, provincial policy should obtain, every state line in the country would be flanked by double stations at every point where a railroad crossed it. The suggestion that the station at Norman may be discontinued is frivolous. It will be time enough to take that into account when it happens. It appears that the station at that place is only one mile by wagon road from Emmons. We will take notice that this is shorter than the distance between the dwellings or places of business of a large part of the inhabitants of our larger cities and the railway passenger or freight stations which accom-

moderate them; also, that it is as short or shorter than the distance between many country depots or stations and the nucleus of buildings constituting the business center of the station village. There is no suggestion that there are any special physical obstacles or difficulties in the way of traveling the one mile of highway between Emmons and Norman. Neither is there any claim that, in locating its stations at Twin Lakes and Norman, the railroad company acted arbitrarily, unreasonably, or in disregard of the convenience of the public. Fifteen thousand five hundred and twenty-four dollars, as the aggregate of freight charges on freight going to or from Emmons during a year, at first sight seems like quite a large sum; but, when it is considered that this presumably includes the total freight charges from the places of shipment to the places of consignment, it is apparent that the gross earnings of the appellant on this freight must be a very much less sum, and its net earnings a still much smaller sum. It is also to be observed that the great bulk of this freight, representing at least \$12,360 out of the \$15,524 freight charges, was shipped in or out in car-load lots, which was already amply accommodated by a side track at Emmons, thus leaving freight representing only \$3,203 of the freight charges (assuming that the item of butter was shipped out in less than car-load lots) which will be benefited by the establishment of a regular depot or station at Emmons. And, when the nature of the freight shipped in car-load lots is taken into account, it doubtless represents a considerably greater proportion of the bulk or weight of the total freight than is indicated by its proportionate share of the freight charges. The commissioners report that they were unable, for a very good reason, to ascertain what the receipts of the appellant upon passenger business at Emmons were or would be; but it is evident that it would be inconsiderable from the village itself, and comparatively small even including the rural population of the so-called "tributary territory," especially in view of the fact that much of this must be approximately equi-distant from one or the other of the two neighboring existing stations and Emmons. Our conclusion is that these facts did not justify the commissioners in the first instance, or the district court on appeal, in ordering the appellant to provide and maintain this station within seven-tenths of a mile of an existing station; that, in the light of the facts, the order was unreasonable.

We are firm believers in the existence as well as the exercise of the police power on the part of the state over common carriers, but this power must be exercised reasonably. Every attempt to exercise it unreasonably only injures public interests, by bringing the police power of the state into disrepute. The undue multiplication of railway stations does not increase the traffic, either passenger or freight. It simply divides the existing traffic among more places. It unnecessarily increases the expense of doing the business (which comes out of the railroad company in the first instance, but at last usually out of the public), diminishes the quality of the service of the road to the public by the unnecessary fre-

quency of the stops of trains, and increases to some extent the hazards of railroad traffic and travel. As already suggested, in determining whether a station should be provided and maintained at a particular place, the interests, not merely of that immediate locality, but also of the railroad company, and especially of the public at large, must be taken into consideration. It seems to us that the commissioners, in making this order, must have been unconsciously influenced by the fact that the station at Norman was on the other side of the state line, and that, if it had been on this side, they would never have ordered the appellant to provide another station within seven-tenths of a mile of it. Judgment reversed, and a new trial granted.

Buck, J. (dissenting). A large number of citizens of the county of Freeborn, in this state, living in and adjacent to the village of Emmons, in said county, petitioned the board of railroad and warehouse commissioners of this state to direct and require the Minneapolis & St. Louis Railroad Company, a corporation of this state, to erect and maintain a railroad depot at the said village of Emmons, in said county, as provided by law, and for the convenience of its passengers, and receiving and delivering freight, and generally for the convenience and necessities of the traveling public, and the shippers of produce at the said village of Emmons and its vicinity. In their petition, the facts upon which it was based were set forth, and the railroad company answered and made return to said petition in contesting the same. The matter came on for hearing on the twenty-sixth day of November, 1897, and, the cause having been duly heard, the commission made an order, bearing date the first day of February, 1898, requiring said railroad company to build and maintain a station house for the convenience and accommodation of the public and people at Emmons, and the country tributary thereto, doing business with said railroad company, and in said order designating the premises wherein said station house should be built, and the size of said house and waiting room therein, and requiring it to be suitably heated and lighted for the accommodation of the traveling public at Emmons. Said order also required said station to be properly provided with suitable platforms for the purposes aforesaid, and all to be constructed and completed for public use on or before April 15, 1898, and thereafter to be regularly maintained by said company as a regular station house. The railroad company refused to comply with this order in each respect, and thereupon the commission applied to the district court for the county of Freeborn for an alternative writ of mandamus to compel the railroad company to comply with said order, or show cause why it should not do so. Thereafter the cause was tried without a jury, at a general term of the district court at Freeborn county, on the nineteenth day of December, 1898. After hearing the evidence, and duly considering the same, the court made and filed its findings of fact and law, and, among other things, found that the respondent herein was entitled to a per-

emptory writ of mandamus as prayed for, and ordered judgment accordingly; and on Jan. 7, 1899, judgment was duly entered by said district court, and from the judgment the defendant railroad company appeals.

The commission's findings were substantially as follows: "First. That Emmons is a laid-out and platted, but unincorporated, village, situated on the line of the Minneapolis & St. Louis Railroad, near the Iowa state line, in Freeborn county, and has a population of about one hundred. That at said village there are three stocks of general merchandise, two hardware stores, three blacksmith shops, two restaurants, one furniture store, one drug store, one lumber and coal yard, one grain elevator, one feed mill, one creamery, one butcher shop, one livery stable, and fourteen or more dwelling houses, and tributary thereto is a rich and populous agricultural country which extends to a distance of fifteen or sixteen miles in a westerly direction, and five or six miles in other directions. That it is five and seven-tenths (5 7-10) miles from Emmons to the first railroad station on the line of said railroad north of Emmons, and there is no station on the line of said railroad south of Emmons within the state of Minnesota. That there is a station called 'Norman,' in the state of Iowa, seven-tenths (7-10) of a mile by rail, and one mile by wagon road, from Emmons; but said Norman, being within the state of Iowa, is not subject to the jurisdiction or control of this commission. Second. That the respondent has built and maintains a spur track at Emmons for the reception and delivery of freight in car-load lots, but that all business transacted by the people of Emmons, and of the country tributary thereto, with said railroad company, other than loading and unloading car-load freight, under existing conditions, is necessarily to be transacted at Norman; and in consequence thereof the people of Emmons are subjected to much inconvenience, expense, and annoyance, and are required to go without the state of Minnesota, into the state of Iowa, for the transaction of such business. Third. That during the year ending Dec. 31, 1896, there was shipped from Emmons, on said railroad, butter on which freight charges were collected amounting to \$2,004.69; 101 car loads of grain, on which freight charges were collected amounting to \$5,552.88; 74 car loads of live stock, on which freight charges were collected amounting to \$3,153.45; 3 car loads of hay, on which freight charges were collected amounting to \$97.06; and 1 car load of emigrants' movables, on which freight charges were collected amounting to \$16.62,—making the total collection of freight charges on outgoing freight during said time \$10,824.64. That during the same period there was shipped to Emmons merchandise, in less than car loads, on which freight charges were collected amounting to \$1,199.42; 42 car loads of lumber, on which freight charges were collected amounting to \$1,929.24; 33 car loads of coal, on which freight charges were collected amounting \$1,237.58; 3 car loads of salt, on which freight charges were collected amounting to \$186.80; 1 car load of farm machinery, on which freight

charges were collected amounting to \$47.70; 1 car load of wire and nails, on which freight charges were collected amounting to \$84.64; 2 car loads of stone, on which freight charges were collected amounting to \$54.62,—making the total collection of freight charges on incoming freight during said period \$4,689.80, and a total of freight charges collected on incoming and outgoing freight during said period of \$15,524.44. That figures were not furnished this commission for the business of 1897, except on grain shipments up to the time of the hearing, which amounted to 178 car loads, from which we estimate, and so find, that the freight charges for the year 1897 on incoming and outgoing freight at Emmons exceeded \$20,000. Under existing conditions at Emmons, passengers, either incoming or outgoing, are required to take the cars or alight therefrom at Norman, and receipts for such passenger business could not be ascertained. Fourth. It is further found that the business of said railroad company originating and terminating at Emmons is of sufficient magnitude, and sufficiently profitable to said respondent, and the needs and necessities of the people of Emmons, and of the country tributary thereto, are of sufficient public importance, to authorize and require the said respondent to build and maintain a station house at Emmons for the accommodation of the public, and of the people at Emmons and the country tributary thereto. And it is further found that there is a suitable location for said station house upon the present right of way of said respondent at the point and upon the property hereinafter described, and that a station house built and maintained thereon will afford suitable and convenient facilities for said people."

The first question discussed by counsel for appellant relates to the sufficiency of the evidence to authorize the judgment. The only evidence offered was the findings and order of the railroad and warehouse commission, which we have just quoted. The railroad company offered no evidence. General Statutes 1894, section 399, provides that "on such hearing the findings of fact on the part of such commission shall be *prima facie* evidence of the matters therein stated." The rule that such findings are only *prima facie* evidence implies that such evidence may be contradicted or rebutted, if done by competent evidence. But the railroad company does not attack the findings as untrue. It is the insufficiency of the evidence, not its falseness, which it assails. But the facts found by the commission made the matter clear and easily understood. There could be no reasonable doubt but what the findings of fact by the commission were evidence of the matters therein stated. The matters in dispute were alleged by one party and denied by the other. The findings of fact were plain, direct and positive, and relevant to the issue. Because the statute makes the findings of the commission *prima facie* evidence in the first instance does not bar such findings from being conclusive, if they are not controverted, rebutted, impeached, or in any manner assailed. *Prima facie* evidence is such as, in judgment of law, is sufficient to establish the fact, and, if not rebutted, remains sufficient for the

purpose. *Kelly vs. Jackson*, 6 Pet. 632. In other words, it is sufficient proof of the particular facts until overcome by other competent evidence. It is a general rule that *prima facie* evidence may be contradicted, but if competent, and composed of such a body of facts as, standing alone and uncontradicted, may and ought to convey conviction to the tribunal hearing it, it should be regarded as conclusive in its character. "Conclusive evidence is such evidence as, being uncontradicted, controls the decision." And. Law Dict. 421. Of course, having only *prima facie* evidence in the first instance, it left the defendant at liberty to rebut it, and thus save its rights which it could show it had as against the respondent's claim. By omitting to offer any proof or making any defense by way of introducing evidence, the *prima facie* proof of respondent becomes conclusive,—something which the legislature could not do in the first instance, as it might indirectly work a confiscation of property or destruction of vested rights. It is to be noted that the defendant had ample opportunity on the hearing before the railroad and warehouse commission, and on the trial before the district court, to have introduced any competent evidence in its behalf to rebut that of the respondent herein; but it omitted to do so, and saw fit to rest its case upon its denial in its answer to the petition, and in its answer and return to the alternative writ of mandamus. No complaint is made that the evidence obtained in this case upon which the commission based its findings and order was illegal or incompetent, but that it was insufficient on the trial in the district court. This court held in *Steenerson vs. Railway Co.*, 69 Minn. 353, 72 N. W. 713, that ordinarily, "on appeal from one tribunal to another, the evidence on which the lower tribunal acted is returned, and the decision is reviewed in the light of that evidence. But the commission need not base its decision wholly on any such evidence. It is not a judicial tribunal, but an administrative body, whose powers are somewhat legislative in their character; and, like other administrative or legislative bodies, it acquires knowledge of the facts, circumstances, and conditions in its own way, and need not act upon the theory that the parties should have a formal hearing, except so far as the statute expressly requires." The evidence upon which the commission made its findings was obtained by the commissioners acting under oath to support the laws and faithfully discharge their duties, with power to administer oaths. Each commissioner was also under bonds of \$20,000 for the faithful performance of his duty. The attorney general is required to give them counsel and advice as they may from time to time require. Thus, while the commission is acting as an administrative body, and may acquire a knowledge of the facts, circumstances, and conditions in its own way, it is not an irresponsible tribunal, but one acting under the obligation and sanctity of official oaths. And the presumption is that the commissioners, in obtaining evidence, only secure such as is competent and relevant to the issue submitted to them. Upon such evidence they base their findings of fact in their report, which becomes, un-

der the statute, competent and prima facie evidence of the facts therein stated, and the burden rests upon the appellant to show that their acts were contrary to law. The statute does not deprive the appellant of the right to have a judicial determination before a court of general jurisdiction of the findings of the commission. Such findings can be reviewed, and their falsity or insufficiency there be determined. If the railroad company choose to default in this respect, and permit the findings of the commission to stand as prima facie or conclusive evidence upon the matters therein stated, it must abide the consequences. Remaining passive when it might exercise its rights gives no authority to say that the power does not exist, for it does exist, and the district court may review the findings of fact as well as questions of law. The legislature has an undoubted right to change the rules of evidence, and make them applicable to existing causes of actions as well as to future rights and controversies, especially if the right to be heard before a competent tribunal exists or is reserved, and vested rights are not interfered with. See 2 Rice, Ev. pp. 805-807. These rules pertain to the remedy, and are under the control of the legislature, which has the right to regulate the proceedings in the trial of actions, so long as such regulations are important and uniform, and do not preclude the party from establishing his rights, although they may affect such rights incidentally. In *People vs. Cannon*, 139 N. Y. 32, 34 N. E. 759, it was held that the state legislature has power to enact that, even in criminal actions, where certain acts have been proved, they shall be prima facie evidence of the main fact in question, if the accused have a fair chance to make his defense and to submit the whole case to the jury. In *Rich vs. Flanders*, 39 N. H. 304, it was held that a statute changing the rules of evidence or of practice is ordinarily to be classed with those affecting the remedy, and, though made to operate upon suits pending at the time of its passage, is not unconstitutional, unless it impairs contracts or destroys vested right. The trial court therefore did not err in admitting in evidence the findings of facts in the report of the railroad and warehouse commission, and making its findings solely upon such evidence.

2. It is contended by the appellant that the order of the railroad and warehouse commission was unauthorized and void; that General Laws 1897, chapter 94, section 1, limits the right of the commission to establish stations at villages and boroughs; that the term "village," as therein used, should be held to mean a village organized under the general laws of the state or by special charter; that the village of Emmons, not being incorporated under the general law, is not a village, within the meaning of the statute requiring the establishment of stations at villages. General Statutes 1894, section 1239, cited by counsel for appellant, provides that the term "village," as herein used, shall be held to mean a village organized either under a general law or by special charter. The act of which this section forms a part is found in chapter 10 of said statute, relating to the organization of towns, cities and vil-

lages; and I do not think that it has any application to the word "village" as found in General Laws 1897, chapter 94, section 1, which provides that all railroad corporations or companies operating railroads in this state shall provide, at all villages on their respective roads, depots, with suitable waiting rooms for the protection and accommodation of all passengers patronizing said roads, and freight rooms for the protection and storage of freight. This language is broad enough to include all villages, whether incorporated or not, and I have no doubt but that such was the intention of the legislature in the enactment of the law. Emmons is a laid-out and platted village, but unincorporated, and has a population of about 100 persons. At said village there are three stores of general merchandise, two hardware stores, three blacksmith shops, two restaurants, one furniture store, one drug store, one lumber and coal yard, one grain elevator, one feed mill, one creamery, one butcher shop, one livery stable, and fourteen or more dwellings. The facts are sufficient to constitute a village within the well-known definition of the word as given by lexicographers, and judicially determined by the courts. "Village. A small assemblage of houses in the country." *Webst. Unabridged Dict.* 1236. "Any small assemblage of houses for dwelling or business, or both, in the country, whether situated upon regularly laid-out streets and alleys or not." *And. Law Dict.* 1090. In *Railway Co. vs. Spangler*, 71 Ill. 569, it was held that a place where there was a station house, warehouse, stores, blacksmith, and post office, and five or six dwelling houses, was a village. Doubtless, if the facts constituted Emmons a village, within these definitions, it would be sufficient; but it is a laid-out and platted village, situate upon the line of defendant's road, and its location definite and certain, and the exact place where the station should be located easily ascertained, and definitely fixed by the commissioners. If Emmons is a village, within the meaning of the law, it is not so essential that it be a large one, as that its railroad business, created or brought about by its people and those living in the vicinity and in the country tributary thereto, is sufficient and of such a character as to warrant the order of the commission in directing the defendant to build and maintain a suitable station house for the convenience and accommodation of the people doing business at Emmons with said railroad company. I think that the evidence is ample to show the magnitude of the business done there, and the reasonable necessity for such station. The mere fact that it appears that there is a railroad station at Norman, Iowa, within one mile of Emmons, is not sufficient to overthrow the decision of the commission as to the necessity for a station at Emmons. While I do not regard the fact that Norman is situate in the state of Iowa as material, I do not overlook the fact that it does not appear that it is even a village or city, and there is nothing to show but what the station there might at any time be abandoned by the railroad company without rendering the company liable for so doing. The trial court found as a fact that the people residing at the village

of Emmons and vicinity are now compelled to transact all of their business with the railroad company, other than done by car-load lots, at the said station of Norman, and in consequence thereof are subject to much inconvenience, expense, and annoyance. This finding is important, in view of the fact that it nowhere appears what are the facilities at Norman for doing railroad business. The railroad company neglected or refused to show what such facilities were. There is a large, well-settled, and fertile agricultural country tributary to Emmons; and I think that the commission and trial court were fully justified in holding that citizens of our own state should not be compelled to go to another state to do business, when in so doing they were subject to much inconvenience, expense, and annoyance, which might be obviated by building the station house at Emmons, and where the business, annually increasing, would justify them in so doing.

3. Counsel for appellant complains that the order of the railroad and warehouse commission determines and directs the railroad company to build a station house upon a certain and exact location, and assert that the defendant has the absolute right to exercise its own judgment as to the proper point and place for erecting stations and buildings upon its own railroad, without regard to the legislature or courts. This claim is, I think, unsound. The defendant does not propose to build anywhere, either at an exact location or elsewhere, and defies both the legislative and judicial branches of the state government. It does not show that the location is an improper one, or that it would be unreasonably expensive or inconvenient. If the order was not specific and definite as to the location of the station house and its dimensions, it would doubtless be met with the objection that no place had been designated by the commission where to construct the station, and, hence, that the court would be powerless to enforce the order by mandamus. The order of the trial court also provides for enforcing the findings and order of the commission by mandamus, as to building a suitable station house at the place designated in the order of the commission. The railroad company having refused to comply with the order of the commission, it had the right, in its discretion, to cause a suit or proceedings to be instituted to enforce its order. General Statutes 1894, section 388. I do not wish to be understood as holding that the board of railroad and warehouse commission has the power arbitrarily to compel the railroad company to establish stations whenever and wherever it may be its pleasure, and where not required by public interests, but only where a reasonable necessity exists for so doing, and when this appears after an opportunity to be heard before a court of general jurisdiction. That was the course pursued in this case, and for enforcing the order mandamus is the proper remedy, but it must be specific and mandatory. I am of the opinion that the judgment should be affirmed.

STATE ex rel. BEEK

vs.

WAGENER, Sheriff.

(Supreme Court of Minnesota. Oct. 26, 1899.)

LICENSE OF COMMISSION MERCHANTS SELLING AGRICULTURAL PRODUCTS—CONSTITUTIONALITY OF ACT.

1. Laws 1899, chapter 225, "An act to license and regulate and define business of commission merchants or persons selling agricultural products and farm produce on commission," etc., held constitutional. It is not in conflict with the provisions of the fourteenth amendment to the federal constitution. Nor does it conflict with any of the provisions of section 8 of article 1 of said constitution. Nor are any of its provisions in conflict with sections 2 or 7 of article 1 of the state constitution. Nor is it unconstitutional on the ground that the legislative powers have therein been delegated to the railroad and warehouse commission of this state.

2. The peculiar characteristics of agricultural products and farm produce, and the liability to peculiar abuses resulting from a sale thereof on commission, are such as to suggest the practical necessity for distinctive legislation on the subject, different from what would be expedient or necessary in the case of other property sold on commission, and to justify the legislature, in its discretion, in putting those who sell them on commission in a class by themselves.

3. Whether section 3 of said chapter is in conflict with certain provisions of the fourth or the fifth amendments to the federal constitution, or in conflict with provisions found in sections 7 and 10 of article 1 of the state constitution, is not decided, because the questions are not involved herein.

(Syllabus by the Court.)

Habeas corpus proceedings by Joseph H. Beek against John Wagener, sheriff of Ramsey county, to test the validity of Laws 1899, chapter 225, regulating the business of commission merchants selling agricultural products. From an order sustaining the law this appeal was taken. Affirmed, and writ discharged.

Palmer & Beek, for relator. W. B. Douglas, attorney general, for respondent.

Collins, J. Habeas corpus proceedings originally instituted in Ramsey county, and coming here on appeal; the purpose being to test the constitutionality of Laws 1899, chapter 225. The court below sustained the act, and remanded the prisoner, Redpath. The same questions were raised in another proceeding (State vs. Me-gaarden, 80 N. W. —), and the cases have been argued as one by

eminent counsel, who have ably and exhaustively presented their views,—orally as well as upon briefs. The title of the act assailed as unconstitutional for a number of reasons is as follows: "An act to license and regulate and define business of commission merchants or persons selling agricultural products and farm produce on commission, and to require them to give a bond to the state of Minnesota for the benefit of their consignors, and prescribing a penalty for the violation of any of the provisions of this act." It consists of eight sections, the first declaring it shall be unlawful from and after June 1, 1899, for any person, firm, or corporation to engage in the business of selling agricultural products and farm produce on commission in this state without first obtaining a license from the state railroad and warehouse commission. A bond with sufficient surety is required for the benefit of consignors, the amount of the penalty to be fixed by the commission; and if the principal therein is to receive grain for sale, the condition of this bond is that he will faithfully account and report to all persons intrusting him with grain, and will pay over to them all proper proceeds. If grain is not received for sale on commission, the bond is to be conditioned for the faithful performance of the commission merchant's duty. By the second section the merchant who sells grain is required to render a certain statement to his consignor within twenty-four hours after a sale of all or a portion of such grain. The third section relates to products and produce other than grain. If a consignor shall not receive report of a sale or a remittance therefor after demand, or if, after a report is made, he is dissatisfied with it or the sale, he may complain to the railroad and warehouse commission, whose duty it is to investigate the case, and after such investigation to make a written report to the complainant; and this report is made *prima facie* evidence of the matters therein contained. In making this investigation power is conferred upon the commission, in express terms, to compel the merchant "to produce his record or memoranda of such sale, and give them all information in his possession regarding the report and sale so complained of." Section 4 provides for the machinery of the act. A commission merchant desiring to procure a license must make application in writing to the railroad and warehouse commission, the application to contain certain information in respect to the nature of the business to be done by the applicant, his proposed place of business, and the probable amount of business to be done each month. It is then incumbent upon the commission to fix the amount of the bond required, and upon the execution of such a bond with sufficient security, and the payment of a fee of one dollar, to issue a license for one year. An additional bond may be required whenever it shall be deemed necessary by the commission, the amount thereof to be determined by that body. And herein the railroad and warehouse commission is given authority to revoke licenses under certain conditions. Section 5 provides for an action upon the bond by the consignor in case a consignee fails or neglects to account and report a sale, or neglects to pay

over the moneys due on account of a sale, recovery to be had against the principal and sureties of the bond, with a proviso as to a distribution of the amount received in case default has been made as to two or more consignors, and such amount is insufficient to discharge the entire liability. Section 6 defines a commission merchant within the meaning of the act, while section 7 declares that any person, persons, or corporation engaged in selling any of the property for which a license is required, who fails or neglects to comply with any of the provisions of the act, shall be guilty of a misdemeanor, and on conviction shall be punished by a fine. Section 8 merely provides when the act shall take effect. It is urged by counsel for the relator that this act is unconstitutional on several grounds. It is argued that under its provisions the privileges and immunities of citizens of the United States are abridged; that persons may be deprived of their liberty and property without due process of law; that it denies to certain persons within its jurisdiction the equal protection of the law; that it deprives certain people of the right to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures; that it compels certain persons in criminal cases to be witnesses against themselves; that it interferes with and attempts to regulate commerce between the state of Minnesota and other states; and, further, that it exceeds the power conferred by the state constitution, in that it attempts to delegate legislative powers, vested solely and exclusively in the legislative body.

1. In the course of the argument, relator's counsel have attacked the wisdom of this legislation, and have attempted to point out wherein the law has imposed onerous duties and obligations upon those who come within its terms. But, if this law is open to these criticisms, the remedy is with the people. The expediency of this enactment, and the propriety or wisdom of some of its sections, in which details are prescribed, are matters strictly within the legislative powers. If the act is inexpedient and unwise, or if some of its requirements are too exacting, the appeal should be to the representatives of the people, not to the courts.

2. Obviously, the act was not intended as a measure for the accumulation of a public revenue, and, if sustained at all, it must be upon the ground that it is a lawful regulation for the public good,—a legitimate exercise of the police power of the state. The design seems to have been to protect a large class of people, engaged in agricultural pursuits, and more or less remote from market, from imposition and actual fraud when intrusting their products and produce into the hands of commission men for sale. And it is no argument against the statute to say that commission men are engaged in a legitimate business, and for that reason are not subject to police regulation, if the public good demands it. The operation of railways, the conducting of banks, the loaning of money at interest, the insurance business, the operation of custom gristmills, or grain elevators and warehouses, peddling from house to house, and the keeping of bakeries, butcher shops, hotels, res-

taurants, and saloons, are each legitimate and lawful occupations in this jurisdiction; but all may be subject to police regulation, and most of them are. But, of course, the right of the state to exercise police power over its citizens and their occupations is not unlimited. The term "police power," as understood in American constitutional law, means simply the power to impose such restrictions upon private rights as are practically necessary for the general welfare of all. *Rippe vs. Becker*, 56 Minn. 100, 57 N. W. 331. And it must be confined to such restrictions and burdens as are thus necessary to promote the public welfare, or, in other words, to prevent the infliction of public injury. *State vs. Railway Co.*, 68 Minn. 381, 71 N. W. 400. And in the exercise of its police powers a state is not confined to matters relating strictly to the public health, morals, and peace, but, as has been said, there may be interference whenever the public interests demand it; and in this particular a large discretion is necessarily vested in the legislature, to determine not only what the interests of the public require, but what measures are necessary for the protection of such interests. *Lawton vs. Steele*, 152 U. S. 133, 14 Sup. Ct. 499. If, then, any business becomes of such a character as to be sufficiently affected with public interest, there may be a legislative interference and regulation of it in order to secure the general comfort, health, and prosperity of the state, provided the measures adopted do not conflict with the constitutional provisions, and have some relation to, and some tendency to accomplish, the desired end. The subjects which may be legislated upon are, of necessity, continually arising as business increases, and new phases, conditions, and methods appear. The development of the law relating to the proper exercise of the police power of the state clearly demonstrates that it is very broad and comprehensive, and is exercised to promote the general welfare of the state, as well as its health and comfort. And the limit of this power cannot and never will be accurately defined, and the courts have never been willing, if able, to circumscribe it with any definiteness. The inquiry, then, is as to how and to what extent the business in question had become affected with public interests. What evils or supposed evils did the members of the legislature have in mind, and were attempting to remedy, when enacting this law? The fact is that the public generally looked with distrust upon the methods of merchants engaged in selling agricultural products and farm produce upon commission, perhaps without good reason. It had become a matter of common talk among the people that those who handled wheat imposed upon their consignors by reporting sales and accounting for the proceeds at the lowest prices at which that article had been sold within the period of time during which the sale could have been made, and without regard to the prices actually obtained. With prices fluctuating at all times, as is the fact in the wheat market, and rarely remaining stationary for more than a few minutes at a time, the opportunity for fraud seems to be without limit when selling this commodity on commission. In addition to this is the fact that the

consignor usually resides at a considerable distance from the commission merchant, and is practically unable to discover whether he has been cheated or not. And, with respect to other agricultural products and farm produce, it is to be observed that they are largely of a perishable nature, and subject to rapid deterioration in transit, or after reaching the consignee. This fact gives to the latter an opportunity to falsify his report of a sale to the distant consignor, and to insist that the article consigned had become more or less unmarketable before sale could be made; and here, as in the case of grain, the latter has little or no opportunity to ascertain the truth. Without wishing to intimate that fraud of this nature had actually become so prevalent as to justify the accusation made, we do say that a majority of the people in this state had become convinced of the truth of these charges, and in great numbers besieged the legislature in behalf of the suppression of the alleged evil practices. This was a matter of common knowledge. It was publicly believed that the business of selling agricultural products and farm produce on commission had become saturated with false and fraudulent methods, to the great injury of a large class of our citizens, who were compelled to deal with commission men, and who were powerless to detect or prevent the wrong, and that the business had thus become sufficiently affected with public interests as to be the proper subject of police regulation. We are of opinion that the legislature did not exceed its powers when, under the circumstances, it enacted a measure having relation to, and a tendency to accomplish, the desired end, such as is the law now before us. This enactment was designed to prevent false and fraudulent practices of the character complained of, to correct the evils generally believed to prevail, and to compel the merchant to whom property was consigned for sale on commission to deal honestly and to be faithful to his trust. Such a law is not unusual. It only requires a consignee to render an account of his management of a consignor's property. "He holds himself out as a factor for the management and sale of other people's property, and in that respect is like a public warehouseman." *Hawthorn vs. People*, 109 Ill. 302,—a case in which a statute (much like the one at bar) requiring operators of butter and cheese factories on the co-operative plan to give bonds, and to make written reports of their business at the end of each month, was held to be constitutional, as a valid exercise of the police power.

3. But it is strenuously argued that this statute is void because it is discriminating or class legislation. In *State vs. Cooley*, 56 Minn. 550, 58 N. W. 153, it was said that "class legislation is legislation which selects particular individuals from a class, and imposes upon them special burdens, from which others of the same class are exempt, and thus denies them the equal protection of the laws." But the class here created consists of those who engage in the business of receiving agricultural products and farm produce for sale, or receive or solicit the same for sale; in short, those who are engaged in the business of selling the same. The class is as

broad as it need be. The peculiar characteristics of the agricultural products and farm produce already referred to, and the liability to peculiar abuses resulting from a sale thereof on commission, are such as to suggest the practical necessity for distinctive legislation on the subject,—different from what would be expedient or necessary in the case of other property sold on commission,—and to justify the legislature, in its discretion, in putting those who sell them on commission in a class by themselves. It was the evils which were thought incident to the sale of agricultural products and farm produce which evoked the law. Here was a class of merchants who for certain reasons, hereinbefore specified, had peculiar opportunities to defraud, not common to other merchants, although they might sell on commission, and it was this class that the legislature proposed to put under restraint. Nothing is proven by arguing that there are other lines of business conducted in quite as objectionable a manner; for, if the argument had merit, it would follow that all kinds of business which need regulation must be legislated upon at the same moment. The legislature may proceed as the public welfare and prosperity of the citizens it represents may seem to demand. In this state the legislature has already regulated the method of conducting various kinds of legitimate business, and brought them under police enactments, as before stated. It has done this with respect to the business of insurance; it has required that bonds shall be filed and licenses obtained before any person shall undertake to conduct an employment bureau or agency; and it has compelled contractors upon public work to protect their employes and insure the payment of their wages by means of bonds, upon which those interested may maintain actions, if necessary. These illustrations of what has been done in the proper exercise of the police power of the state could easily be continued, but it would serve no good purpose. One point made against this statute is that it distinguishes and discriminates as between the persons it seeks to operate upon, in that it arbitrarily requires those who sell grain to give bonds containing certain stated conditions, and to render certain statements and reports at once, while other persons brought within its influence must give bonds with wholly different conditions, and are not compelled to make these statements or reports. But there is an apparent and just reason for this distinction, as there is for distinguishing between the commission merchants mentioned in the law and other commission merchants; and it arises out of the peculiar conditions which surround the selling of grain, and to which we have before alluded. The law was framed to meet the crying evils which it was believed had grown up in connection with this branch of business. The treatment of consignors was frequently most exasperating and injurious to them. Sometimes reports were never made of sales, and on other occasions were purposely delayed so that it would be difficult, if not impossible, for the consignor to ascertain the real facts of a given sale.

Prices of grain fluctuated, not only from day to day, but from hour to hour. It might make a great difference to the consignor whether his grain was sold in the morning or near the close of the day. And for these reasons the law has studiously provided that the reports of sales shall state the day, hour, and minute when they are made. Such a provision was deemed a reasonable regulation in checking one of the alleged evils of the business,—an evil which could not be remedied without special effort in the way of conditions not necessary to impose upon merchants handling other products and produce on commission. So the grain commission man has no reason to complain because he is compelled to heed certain provisions of the law which are not to be observed by commission men who sell other articles covered by the statute, for the conditions surrounding the sale are entirely different. And this is the fact with reference to the shipper. He has no right to object on the ground that the law throws around the property of another shipper greater safeguards than he has, provided the property of the other is of such a character as to demand other and greater protection. Counsel for relator assumes that the statute is objectionable because the farmer who consigns cattle, wool, or hides is not protected at all, while his neighbor who ships wheat or potatoes is. Admitting that cattle or wool or hides are not agricultural products or farm produce, and therefore not covered by the law, we have no hesitation when saying that the conditions which surround the consignment and sale upon commission of those articles are radically different from those pertaining to the consignment and sale of grain or other property strictly within the act, and this difference justified the distinction, if one there be. The market price of cattle or wool or of hides does not fluctuate from hour to hour, as does that of wheat, nor are they as perishable in their nature as the ordinary products of the farm, and therefore the opportunity for imposition is not so great. There is good ground in many ways for the distinction, if it has been made by the law. This statute treats all persons subject to it alike under similar circumstances and conditions in respect both of the privileges conferred and the liabilities imposed. The discriminations which are open to objection are those where persons engaged in the same business are subjected to different restrictions, or are held entitled to different privileges under the same conditions. It is only then that the discrimination can be said to impair that equal right which all can claim in the enforcement of the law. *Soon Hing vs. Crowley*, 113 U. S. 705, 5 Sup. Ct. 730. And a law which is confined in its application to a particular class of persons is not void, as unequal class legislation, if the distinction is based on some reason of public policy, and applies to and embraces all persons alike under similar circumstances. Finally, upon this point, it may be said that the requirement as to a bond does not affect the validity of the statute. *Brass vs. State*, 153 U. S. 391, 14 Sup. Ct. 857,—an instructive case upon the subject herein involved; also, *Hawthorn vs. People*, supra.

4. It is objected that the statute is an unlawful and forbidden interference with interstate commerce. It is well settled that a law cannot be deemed a regulation of commerce among the states merely because it may incidentally or indirectly affect it. *Railway Co. vs. Haber*, 169 U. S. 613, 18 Sup. Ct. 488. At most, this statute regulates the business of certain classes of commission men within this state, and is nothing but an ordinary police regulation, enacted in good faith, and intended to promote the general welfare and prosperity of the people within our borders. As was said in *Hemmington vs. State*, 163 U. S. 299, 16 Sup. Ct. 1086: "Such a law, although to a limited degree affecting interstate commerce, is not for that reason a needless intrusion upon the domain of federal jurisdiction, nor strictly a regulation of interstate commerce, but, considered in its own nature, is an ordinary police regulation, designed to secure the well-being and to promote the general welfare of the people within the state by which it was established, and therefore not invalid by force alone of the constitution of the United States." See, also, *Plumley vs. Com.*, 155 U. S. 462, 15 Sup. Ct. 154; *Gladson vs. State*, 166 U. S. 427, 17 Sup. Ct. 627. And, it may further be observed that the statute does not in terms apply to interstate business, and it will not be implied that the legislature intended to go beyond its lawful powers in enacting it. If, therefore, it be held that the legislature could not forbid one to engage in the business of a commission merchant, as to interstate shipments, without compliance with the provisions of the state statute, such statute should be construed to apply only to a local or domestic business; and such construction will be followed by the federal courts. *Osborne vs. State*, 164 U. S. 650, 17 Sup. Ct. 214.

5. It is further contended that in this statute there is a delegation of legislative authority, in open defiance of the provisions of our state constitution. This is predicated upon the provision that the railroad and warehouse commission may fix the amount of the bond arbitrarily, and upon the assertion that it may capriciously accept a straw bond in one case, and refuse the best possible bond in another. It is true that the amount of the bond and the sufficiency of the surety are to be determined by the commission, but the presumption is that this will be done in a proper and just manner, not as counsel would seem to contend. Fixing the amount of such a bond, and the requirements as to sureties, are purely administrative duties. It is necessary to lodge discretion somewhere, as manifestly it would be impracticable for the statute to prescribe the amount of bond for each of the numberless cases which arise. The possibility that the commissioners may not always act justly is no objection to the statute. *Cooley*, Const. Lim. 197. Laws containing provisions of this nature are very common in this state, as well as in other jurisdictions, and need not be specified, nor need attention be directed to decisions elsewhere upholding them; for the subject involved is discussed and disposed of in *State vs. Railway Co.*, 38 Minn. 281, 37 N. W. 782.

6. It is also argued that section 3 is unconstitutional upon the ground that it violates the rights of the people of this state to be secure in their persons, houses, papers, and effects against unreasonable searches and seizures, and also that it violates the provision that no person shall be compelled in any criminal case to be a witness against himself. We express no opinion upon the question, for it is not in the case. Conceding that the objectionable portions of section 3 are in direct oppositon to the constitutional rights referred to, the law may stand, without these portions, as a full, complete, and enforceable statute. To the complaint on which the prisoner was arrested it is no defense to say that portions of section 3 are unconstitutional. The court below ruled correctly in the proceedings, and, as provided in Laws 1895, chapter 327, section 3, final judgment may be entered in this court discharging the writ, and remanding the prisoner to the custody of the sheriff of Ramsey county for further proceedings. Let judgment be so entered.

Buck, J., absent, took no part.

STATE ex rel. MOHLER

vs.

MEGAARDEN, Sheriff.

(Supreme Court of Minnesota, Oct. 26, 1899.)

Appeal from district court, Hennepin county. Charles B. Elliott, judge.

On habeas corpus proceedings on the relation of William B. Mohler against Philip T. Megaarden, sheriff of Hennepin county, to test the validity of Laws 1899, chapter 225, regulating the business of commission merchants selling agricultural products. From an order sustaining the law, relator appeals. Affirmed.

Wilson and Van Derlip, for appellant. W. B. Douglas, attorney general, and Lewis A. Reed, county attorney, for respondent.

License of commission merchants selling agricultural products. Validity of act.

Per Curiam: The questions in this case are disposed of in State vs. Wagener, 80 N. W.—. It is therefore ordered that final judgment be entered in this court, discharging the writ of habeas corpus, and remanding the relator to the custody of the sheriff of Hennepin county for further proceedings.

STATE ex rel. MOHLER

VS.

MEGAARDEN, Sheriff.

(Supreme Court of Minnesota. Nov. 10, 1899.)

Motion for rehearing. Denied.
For former opinion, see 80 N. W. —.

Per Curiam: Counsel for relator, in a petition for reargument, urge two points to which brief reference should be made. The first is that, for the purpose of sustaining the classification as made in the law, the court announced that certain conduct on the part of persons who handled wheat on commission had become a matter of common talk among the people of the state, and this announcement counsel insist is wholly without foundation, and absolutely erroneous. Whether we were right or wrong in this is of no moment. The basis of the opinion, as is obvious from a reading, is, that this particular business of selling agricultural products and farm produce is affected with a public interest, and is liable to abuse, and for these reasons is subject to police regulation by legislative act. Nothing more is necessary on this point.

The second point relates to the alleged arbitrary action of the railroad and warehouse commission, when prescribing what is required of those who apply for licenses; copies of a circular letter issued by the commission and of the bond demanded being attached to the petition. It is enough to say on this point that this action cannot affect the validity of the law; and, further, that, if arbitrary and oppressive, there is an adequate and complete remedy in the hands of those who have cause for complaint. Petition denied.

STATE OF MINNESOTA ex rel. RAILROAD AND WAREHOUSE COMMISSION, Appellant,

VS.

W. W. CARGILL COMPANY, a Corporation, Respondent.

SYLLABUS.

The defendant operates a grain warehouse in a village in this state in which no grain is stored but what defendants own, which it purchases of the farmers at the warehouse, where the grain is so delivered, and where it is weighed and graded by defendant on his own scales and with his own appliances.

Held, the business so carried on is of such a public character,

and sufficiently affected with a public interest, that the legislature may require persons operating such warehouse to take out a license therefor, as provided in chapter 148, General Laws 1895.

Judgment reversed, and a new trial granted.

OPINION.

Since April, 1894, the defendant has been operating a warehouse at Lanesborough, Minn., used by it for storing grain therein, but has never obtained from the state railroad and warehouse commission, pursuant to chapter 148, Laws 1895, a license authorizing it to ship, store or handle grain in such warehouse, and this is an action brought to enjoin defendant from so operating the same without a license. On the trial, the court found for the defendant, and plaintiff appeals from the judgment rendered accordingly.

The defendant has never stored in this elevator any grain except its own, which it has bought of the farmers at the warehouse, and which was raised in this state, presumably in the vicinity of Lanesborough. The court below held that, as applied to such a case, said chapter 148 is unconstitutional; that this is a private warehouse, in which no grain was ever stored for others or for the public, and that, therefore, it was not affected with a public interest, and the state had no right to interfere or regulate the manner of its use. This is also the position taken by respondent. If the business carried on at this warehouse consisted of nothing more than storing defendant's own grain, we would concede that such business would warrant but little interference or regulation of it by the state.

But that business does consist of something more. It was conceded on the argument, and is fairly to be inferred from the findings and stipulation of facts, that the grain is purchased, weighed, graded and delivered at the warehouse, and that defendant, with its own scales and appliances, weighs and grades the grain. Under these circumstances, the warehouse is a sort of public market place where the farmers come with their grain for the purpose of selling the same, and where the purchaser, a party in interest, acts as market master, weighmaster, inspector, and grader of the grain. Surely such a business is of a public character, and is sufficiently affected with a public interest, to warrant a very considerable amount of regulation of it by the state.

The business carried on by the defendant at its warehouse is similar to that carried on at a large number of other warehouses and elevators in this state. The grain crops of this state constitute by far the most important part of its commerce and its greatest resource. It is important to see that correct weights are had; that uniform grades are given; that the proper amount of dockage and no more is taken; that no dishonest practices are allowed, and no undue advantage is permitted to be taken.

Said chapter 148 requires the person operating such an elevator or warehouse to procure a license, to be issued by the state rail-

road and warehouse commission, for which a fee of one dollar per year must be paid. The act also provides that such license may be revoked by the commission, if the warehouse or elevator is operated in violation or in disregard of the laws of this state. Section 2 provides that any person attempting to run such an elevator or warehouse without a license may be enjoined in a suit for that purpose. Section 3 provides that the commission may make suitable and necessary rules and regulations for the government of public country warehouses and elevators. Then follow other provisions.

There are undoubtedly many provisions in the act which apply only to warehouses and elevators in which grain is stored for others or for the public, and which provisions do not, and cannot, apply to such warehouses as the one here in question. There are, perhaps, provisions in the act which it would be unconstitutional to apply to such a warehouse as this, but these matters need not be considered at this time; the provision requiring a license is not one of these.

This disposes of the only question argued which it is necessary to consider.

Judgment reversed, and a new trial granted.

CANTY, J.

DISSENTING OPINION.

In view of the facts, among others, that grain is the principal agricultural product of the state; that in the purchase and sale of it there is great liability to abuses, in the matter of weights and grades, and that these are usually determined by the purchaser with his own instrumentalities, I agree with the court, that, although the owner of a warehouse uses it exclusively for the storage of his own grain, yet if he uses it for the purpose of buying grain from the public, thus rendering it in effect a public market, his business is a proper subject of police regulation by the state to the extent of providing such rules and regulations as are reasonably necessary to secure to the public just and correct weights and grades. The requirement of a license may be a reasonable regulation in such cases, as a means of enabling state officials to ascertain who are engaged in the business. In my opinion, this is the extent of the police power of the state in such cases. But in the act in question (General Laws 1895, chapter 148) the legislature has not proceeded on any such principal. They have declared all elevators and warehouses falling within the purview of the act, whether used for the storage of grain for others or not, to be public elevators and subject to all the provisions of the act. These provisions constitute a system of rules and regulations, the different parts of which are so connected with, and dependent upon, each other that it is in many instances impossible to separate them.

Many of them are wholly inapplicable to warehouses not used for the storage of grain for others. The opinion of the court concedes this. Some of them are in my judgment clearly not within the police power of the state as applied to warehouses not used for the storage of grain for others. As illustrating that the system of rules and regulations contained in the act was intended as a unit, applicable to all warehouses within the purview of the act, the fourth section, as I construe it, makes it compulsory on the owner of any such warehouse, to engage in the business of storing grain for others,—a thing which is not within the police power of the state, unless the fact that the warehouse happens to be situated on land acquired by a railway company for right of way or for railway purposes, in connection with one of its stations or sidings, gives the state that power, a question not considered by the court.

As I understand the opinion of the majority, they propose to cut down the application of the act to warehouses not used for the storage of grain for others than the owner to such parts of the act as are applicable and appropriate to such business, and to that extent hold it valid.

In view of the connection and interdependency of the different provisions of the act, this will be a difficult, if not an impossible, thing to do. It would be a most unreasonable task to impose upon every owner of a warehouse used exclusively for the storage of his own grain, bought from the public, to determine what provisions, or parts of provisions, are applicable to his business. He can only know this with any certainty after the courts have by a gradual process of exclusion and inclusion, decided all doubtful questions on the subject.

It is possible that upon other points, not raised or presented, a different result might be arrived at; but considering the case exclusively upon the lines followed by the majority of the court, I am of the opinion that the whole act should be held invalid as to warehouses not used for the storage of grain for others, and let the legislature hereafter pass an act containing provisions appropriate to that class of warehouses.

The fact that the act applies only to elevators and warehouses on railroad right of way, depot grounds, or land acquired by a railroad company for railroad purposes at one of its stations or siding, may suggest the question whether it is "class legislation;" but as no such point has been raised, I have not considered it.

MITCHELL, J.

CONTENTS OF THE STATISTICAL TABLES FOLLOWING:

Table I. gives the railroad mileage operated by all the roads reporting to this office, exclusive of trackage rights, for the whole line and for the line in Minnesota; also, the number of miles of railroad for each year in Minnesota.

Table II. gives the earnings from operation in Minnesota during the year, passenger, freight and miscellaneous earnings being given separately. This table also gives the gross and net earnings and operating expenses per mile of road of each railroad in the state.

Table III. gives the operating expenses in Minnesota and percentage of operating expenses to gross earnings.

Table IV. gives the number of passengers carried entire line and in Minnesota, and average distance traveled.

Table V. gives the accidents to persons by causes.

Table VI. gives the accidents to persons by railroads.

Table VII. gives the average receipts per passenger per mile for ten years on the several roads.

Table VIII. gives the average amount received from each passenger carried for ten years.

Table IX. gives the average rate per ton per mile for each road for ten years.

Table X. gives the average amount received for each ton of freight carried for ten years.

Table XI. gives the complete income account of each road, showing the gross and net earnings, interest accrued, rentals and taxes paid, net income or deficit, dividends paid, surplus or deficit.

Table XII. gives the amount of stock and debt of each road and average per mile.

Table XIII. gives the cost of road and equipment, cost per mile and Minnesota's proportion on a mileage basis.

Table XIV. gives a description of equipment of each road.

Table XV. gives number and compensation of officers and employees.

Table XVI. gives gross earnings and taxes paid in Minnesota for the calendar years ending Dec. 31, 1897 and 1898, respectively.

TABLE I.

Miles of Main Track and Branches of Railroads in all States and in Minnesota,
Exclusive of Trackage Rights, June, 1899.

| NAME OF ROAD. | Total Mileage. | Miles in Minnesota. | Years. | Miles. |
|---|-------------------|------------------------|--------|----------|
| Brainerd & Northern Minnesota..... | 90.92 | 90.92 | 1862 | 10.00 |
| Burlington, Cedar Rapids & Northern..... | 1,136.47 | 92.98 | 1863 | 57.00 |
| Chicago, Burlington & Northern..... | 341.45 | 23.61 | 1864 | 100.00 |
| Chicago, Milwaukee & St. Paul..... | 6,147.90 | 1,120.09 | 1865 | 210.00 |
| Chicago & North-Western..... | 5,076.89 | 414.47 | 1866 | 315.00 |
| Chicago, St. Paul, Minneapolis & Omaha..... | 1,422.64 | 367.35 | 1867 | 429.00 |
| Chicago Great Western..... | 844.85 | 145.62 | 1868 | 590.00 |
| Duluth, Red Wing & Southern..... | 28.00 | 28.00 | 1869 | 766.00 |
| Duluth & Iron Range..... | 184.03 | 184.03 | 1870 | 1,092.50 |
| Duluth, Missabe & Northern..... | 145.74 | 145.74 | 1871 | 1,500.25 |
| Duluth & Northern Minnesota..... | 7.50 | 7.50 | 1872 | 1,900.00 |
| Eastern Railway of Minnesota..... | 353.15 | 320.69 | 1873 | 1,907.25 |
| Great Northern..... | 3,924.93 | 1,472.17 | 1874 | 1,947.25 |
| Illinois Central..... | No report. | 11.42 | 1875 | 1,957.25 |
| Minneapolis & St. Louis..... | 498.45 | 331.95 | 1876 | 1,986.75 |
| Minneapolis, St. Paul & Sault Ste. Marie..... | 1,252.77 | 229.94 | 1877 | 2,198.50 |
| Northern Pacific..... | 4,656.27 | 781.33 | 1878 | 2,549.28 |
| Port Arthur, Duluth & Western..... | No report. | 6.00 | 1879 | 2,941.33 |
| Red Lake Transportation Co..... | 10.00 | 10.00 | 1880 | 3,059.32 |
| St. Paul & Duluth..... | 225.75 | 212.00 | 1881 | 3,217.26 |
| Sioux City & Northern..... | No report. | 11.00 | 1882 | 3,332.93 |
| Wisconsin, Minnesota & Pacific†..... | 93.70 | 93.70 | 1883 | 3,767.95 |
| Wisconsin Central..... | 264.91 | 25.56 | 1884 | 3,908.98 |
| Winona & Western..... | 113.20 | 89.70 | 1885 | 4,226.42 |
| Willmar & Sioux Falls..... | 205.25 | 122.60 | 1886 | 4,368.36 |
| | | | 1887 | 4,871.04 |
| Total..... | | 6,338.37 | 1888 | 5,042.74 |
| | | | 1889 | 5,303.07 |
| | | | 1890 | 5,409.11 |
| | | | 1891 | 5,527.55 |
| | | | 1892 | 5,615.77 |
| | | | 1893 | 5,863.89 |
| | | | 1894 | 5,912.43 |
| | | | 1895 | 5,990.73 |
| | | | 1896 | 5,991.31 |
| | | | 1897 | 6,086.35 |
| | | | 1898 | 6,062.69 |
| | | | 1899 | 6,338.37 |

†Owned and operated by Chicago Great Western.

TERMINAL AND TRANSFER RAILWAYS.

| NAME OF RAILROAD. | Mileage in Minnesota. |
|---|--------------------------|
| Duluth Transfer Railway..... | 24.00 |
| Duluth Terminal Railway..... | 1.78 |
| Minneapolis Eastern Railway..... | 2.94 |
| Minneapolis Western Railway..... | 1.69 |
| Minnesota Belt Line & Transfer Railway..... | 46.00 |
| South St. Paul Belt Line Railway..... | 3.62 |
| Winona Bridge Railway..... | .49 |
| Total..... | 80.03 |

NOTE:—Logging roads, which are not common carriers, are not embraced in above table.

1899.

| NAME OF | Earnings per Mile of Road. | Operating Expenses per Mile of Road. | Net Earn- ings per Mile of Road. |
|---------------------------|----------------------------------|--|---|
| Brainerd & Northern Minn | 2,422.97 | \$1,434.22 | \$988.75 |
| Burlington, Cedar Rapids | 2,381.86 | 1,736.42 | 645.44 |
| Chicago, Burlington & N | 1,130.06 | 3,168.74 | 1,954.82 |
| Chicago, Milwaukee & St | 1,965.10 | 3,543.02 | 3,622.08 |
| Chicago & North-Western | 1,971.38 | 4,700.05 | 1,181.83 |
| Chicago, St. Paul, Minnea | 460.45 | 5,092.15 | 6,368.80 |
| Chicago Great Western.. | 1,887.70 | 4,376.51 | 1,508.10 |
| Duluth & Iron Range.... | 1,570.51 | 7,498.87 | 8,019.44 |
| Duluth, Missabe & North | 1,730.41 | 7,621.07 | 9,150.54 |
| Duluth, Mississippi River | 1,816.52 | 3,136.96 | 679.56 |
| Duluth & Northern Minn | 1,694.49 | 1,848.33 | 846.10 |
| Duluth, Red Wing & Sou | 1,836.05 | 2,227.35 | 690.40 |
| Eastern Railway of Minn | 1,230.23 | 4,142.20 | 3,738.03 |
| Great Northern..... | 1,100.53 | 3,197.12 | 2,963.41 |
| Minneapolis & St. Louis | ..... | ..... | ..... |
| Minneapolis, St. Paul & S | ..... | ..... | ..... |
| Minneapolis Eastern.... | ..... | ..... | ..... |
| Minneapolis Western.... | ..... | ..... | ..... |
| Minneapolis, New Ulm & | 1,688.38 | 810.46 | 308.02 |
| Northern Pacific..... | 1,500.46 | 3,163.75 | 5,357.18 |
| Red Lake Transportation | 700.96 | 673.09 | 21.97 |
| St. Paul & Duluth..... | 722.41 | 5,244.17 | 2,478.24 |
| St. Paul & Sioux Falls... | 1,234.88 | 1,393.11 | 1,860.57 |
| Willmar & Sioux Falls... | 466.30 | 3,104.81 | 1,961.49 |
| Winona Bridge Ry..... | 1,627.67 | 1,102.89 | 324.78 |
| Winona & Western..... | 1,081.06 | 4,451.05 | 4,669.90 |
| Wisconsin Central..... | 1,002.48 | 1,305.44 | 697.04 |
| Wisconsin, Minnesota & I | ..... | ..... | ..... |
| Totals..... | 3,322.77 | Av. \$3,501.80 | Av. \$2,890.97 |

* Eight months.

TABLE I.

Miles of Main Track and Branches of Railroads in all States and in Minnesota,
Exclusive of Trackage Rights, June, 1899.

| NAME OF ROAD. | Total Mileage. | Miles in Minnesota. | Years. | Miles. |
|--|-------------------|------------------------|--------|--------|
| Brainerd & Northern Minnesota..... | 90.92 | 90.92 | 1892 | 10.00 |
| Burlington, Cedar Rapids & Northern..... | 1,136.47 | 92.98 | 1893 | 57.00 |
| Chicago, Burlington & Northern..... | 341.45 | 23.61 | 1894 | 100.00 |

(Opp. p. 59.)

In connection with Table II, on page 59, please note that the gross earnings given in said table for the Eastern Railway of Minnesota, the Great Northern Railway and the Willmar & Sioux Falls Railway Companies include only business local to the State of Minnesota.

Since this table was prepared and printed said companies have filed their returns of gross earnings for taxation purposes (which include not only local earnings, but also a mileage proportion of the interstate business). Upon this basis (which is the basis used in this report for all the other roads) the gross earnings for the twelve months ending June 30, 1899, were as follows:

Eastern Railway of Minnesota, \$2,543,003.

Great Northern Railway, \$9,081,419.

Willmar & Sioux Falls, \$718,485.

| | |
|---|-------|
| Duluth Transfer Railway..... | 24.00 |
| Duluth Terminal Railway..... | 1.78 |
| Minneapolis Eastern Railway..... | 2.94 |
| Minneapolis Western Railway..... | 1.60 |
| Minnesota Belt Line & Transfer Railway..... | 46.00 |
| South St. Paul Belt Line Railway..... | 3.62 |
| Winona Bridge Railway..... | .49 |
| Total..... | 80.03 |

NOTE:—Logging roads, which are not common carriers, are not embraced in above table.

TABLE II.
Earnings and Income from Operation in Minnesota, for Year Ending June 30, 1899.

| NAME OF ROAD. | Total Passenger Revenue. | Total Earnings from Mail, Express, Baggage, Etc., Etc. | Total Freight Revenue. | Earnings Car Mileage, Switching, Stock Yards, Etc. | Total Earnings from Operation in Minnesota. | Gross Earnings per Mile of Road. | Operating Expenses per Mile of Road. | Net Earnings per Mile of Road. |
|---|--------------------------|--|------------------------|--|---|----------------------------------|--------------------------------------|--------------------------------|
| Brainerd & Northern Minnesota..... | \$35,071 | \$4,511 | \$173,718 | ..... | \$220,296 | \$2,422.97 | \$1,484.22 | \$938.75 |
| Burlington, Cedar Rapids & Northern..... | 39,972 | 15,762 | 165,731 | ..... | 221,465 | 2,931.86 | 1,736.42 | 645.44 |
| Chicago, Burlington & Northern..... | 46,040 | 8,214 | 136,045 | ..... | 196,866 | 5,120.05 | 3,165.74 | 1,954.32 |
| Chicago, Milwaukee & St. Paul..... | 1,442,186 | 492,218 | 5,804,380 | 62,788 | 7,801,584 | 6,905.10 | 3,843.02 | 3,062.08 |
| Chicago & North-Western..... | 404,687 | 75,525 | 1,894,384 | 5,408 | 2,474,960 | 5,971.88 | 4,790.05 | 1,181.83 |
| Chicago, St. Paul, Minneapolis & Omaha..... | 733,415 | 130,566 | 8,772,464 | 13,533 | 4,630,290 | 11,460.95 | 5,092.15 | 6,368.80 |
| Chicago Great Western..... | 212,881 | 58,729 | 644,445 | 8,494 | 919,541 | 5,887.70 | 4,379.51 | 1,508.19 |
| Duluth & Iron Range..... | 98,079 | 15,477 | 2,922,894 | 14,676 | 3,061,127 | 16,579.51 | 7,666.87 | 8,912.64 |
| Duluth, Missabe & Northern..... | 86,154 | 8,877 | 2,428,891 | 4,096 | 2,477,469 | 16,780.61 | 7,621.07 | 9,159.54 |
| Duluth, Mississippi River & Northern..... | 7,173 | 298 | 131,510 | 525 | 189,303 | 8,816.92 | 8,195.96 | 679.96 |
| Duluth & Northern Minnesota..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Duluth, Red Wing & Southern..... | 19,868 | 2,457 | 53,069 | ..... | 75,445 | 2,694.49 | 1,846.88 | 846.16 |
| Eastern Railway of Minnesota..... | 80,528 | ..... | 108,202 | 8,189 | 200,871 | ..... | ..... | ..... |
| Great Northern..... | 948,189 | ..... | 3,529,346 | 236,248 | 4,713,734 | 8,828.05 | 2,827.85 | 999.60 |
| Minneapolis & St. Louis..... | 880,782 | 74,490 | 1,535,205 | 161,203 | 2,161,698 | 8,280.23 | 4,442.20 | 3,788.03 |
| Minneapolis, St. Paul & Sault Ste. Marie..... | 215,298 | 55,329 | 1,254,219 | 5,923 | 1,590,770 | 6,160.58 | 3,197.12 | 2,963.41 |
| Minneapolis Eastern..... | ..... | ..... | ..... | 70,544 | 70,544 | ..... | ..... | ..... |
| Minneapolis Western..... | ..... | ..... | ..... | 70,681 | 70,681 | ..... | ..... | ..... |
| Minneapolis, New Ulm & South Western *..... | 6,929 | 1,712 | 13,777 | ..... | 22,420 | 1,068.38 | 819.46 | 268.92 |
| Northern Pacific..... | 996,116 | 290,033 | 4,887,540 | 940,938 | 6,454,698 | 8,500.98 | 8,163.75 | 5,337.18 |
| Red Lake Transportation Co..... | 186 | ..... | 6,573 | ..... | 7,009 | 700.98 | 678.09 | 21.87 |
| St. Paul & Duluth..... | 849,683 | 82,312 | 1,344,686 | 4,628 | 1,781,560 | 7,722.41 | 5,244.17 | 2,478.24 |
| Willmar & Sioux Falls..... | 46,713 | ..... | 229,834 | 536 | 277,074 | 2,250.98 | 1,936.11 | 300.87 |
| Winona Bridge Ry..... | 4,794 | ..... | 14,940 | ..... | 19,734 | 4,466.30 | 8,104.81 | 1,861.49 |
| Winona & Western..... | 20,817 | 7,187 | 115,669 | 2,879 | 146,002 | 1,627.07 | 1,102.89 | 524.78 |
| Wisconsin Central..... | 39,110 | 10,500 | 122,108 | 2,664 | 174,383 | 4,081.06 | 4,451.06 | 997.04 |
| Wisconsin, Minnesota & Pacific..... | 44,286 | 16,046 | 217,065 | 2,686 | 280,127 | 2,002.48 | 1,505.44 | 496.99 |
| Totals..... | \$6,228,067 | \$1,291,648 | \$31,807,050 | \$1,012,682 | \$40,136,417 | A v. \$6,352.77 | A v. \$3,501.80 | A v. \$2,850.97 |

* Eight months.

TABLE III.
Operating Expenses in Minnesota for the Year Ending June 30, 1899.

| NAME OF ROAD. | Main- tenance of Way and Structures. | Main- tenance of Equipment. | Conducting Trans- portation. | General Expenses. | Total Operating Expenses in Minnesota. | Percentage of Operating Expenses to Earnings. |
|---|---|-----------------------------------|------------------------------------|----------------------|---|--|
| Brainerd & Northern Minnesota. | \$25,996 | \$15,832 | \$75,117 | \$13,928 | \$130,400 | 59.20 |
| Burlington, Cedar Rapids & Northern. | 11,456 | 10,884 | 714.85 | 7,829 | 161,452 | 73.35 |
| Chicago, Burlington & Northern. | 22,564 | 530,092 | 1,023,432 | 143,677 | 121,722 | 61.86 |
| Chicago, Milwaukee & St. Paul. | 1,145,962 | 430,506 | 1,115,115 | 63,163 | 1,744,484 | 48.00 |
| Chicago & North Western. | 1,989,547 | 420,191 | 1,000,649 | 64,388 | 1,965,383 | 80.23 |
| Chicago, St. Paul, Minneapolis & Omaha. | 575,131 | 320,093 | 427,632 | 49,141 | 1,266,139 | 44.43 |
| Chicago Great W. Eastern. | 119,834 | 383,785 | 427,495 | 92,987 | 688,491 | 74.40 |
| Duluth & Iron Range. | 511,120 | 293,785 | 552,495 | 90,987 | 1,411,382 | 46.25 |
| Duluth, Missabe & Northern. | 935,729 | 279,631 | 859,827 | 12,816 | 1,125,175 | 45.42 |
| Duluth, Mississippi River & Northern. | 13,249 | 10,559 | 77,844 | 12,816 | 114,469 | 82.00 |
| Duluth & Northern Minnesota. | 19,463 | 5,645 | 25,172 | 7,932 | 51,713 | 68.59 |
| Duluth, Red Wing & Southern. | 13,555 | 1,284 | 1,324 | 1,284 | 14,819 | 43.97 |
| Duluth Terminal. | 202,566 | 123,591 | 597,938 | 45,446 | 975,094 | 53.98 |
| Eastern Railway of Minnesota. | 702,461 | 477,345 | 1,975,285 | 143,610 | 3,297,465 | 51.89 |
| Great Northern. | 694,591 | 173,661 | 537,000 | 73,920 | 1,287,799 | 44.68 |
| Minneapolis & St. Louis. | 116,811 | 116,554 | 550,546 | 30,459 | 794,430 | 51.89 |
| Minneapolis, St. Paul & Sault St. Marie. | 2,572 | 3,240 | 22,547 | 2,836 | 31,516 | 21.24 |
| Minneapolis Eastern. | 4,204 | 2,678 | 25,725 | 641 | 33,258 | 21.24 |
| Minneapolis Western. | | | | | | |
| Minnesota Transfer. | 3,401 | 2,351 | 10,091 | 835 | 16,680 | 75.39 |
| Minnesota Belt Line & Transfer Co. | 484,923 | 886,482 | 1,358,985 | 168,817 | 2,422,300 | 97.22 |
| Northern Pacific. | 230,115 | 206,049 | 697,259 | 79,374 | 1,209,829 | 97.91 |
| St. Paul & Duluth. | 1,423 | 710 | 5,892 | 702 | 6,780 | 97.00 |
| Red Lake Transportation Co. | 43,941 | 23,224 | 94,735 | 9,201 | 171,102 | 6.835 |
| Winona & Sioux Falls. | 5,232 | | 46,579 | 404 | 6,835 | 98.00 |
| Winona Bridge Ry. | 37,886 | 10,946 | 46,777 | 8,369 | 85,929 | 97.75 |
| Winona & Western. | 23,533 | 21,214 | 128,434 | 12,010 | 180,193 | 109.07 |
| Wisconsin Central. | 81,910 | 9,849 | 81,506 | 9,811 | 182,617 | 66.19 |
| Wisconsin, Minnesota & Pacific. | | | | | | |
| Totals. | \$5,521,868 | \$3,794,064 | \$11,688,834 | \$1,145,001 | \$22,195,665 | |

† Including Taxes.

†† Revenue Train Mileage Basis.—Proportioned.

††† Proportional Expense to Actual Earnings.

TABLE IV.
Passenger Traffic for the Year Ending June 30, 1899.

| NAME OF ROAD. | ENTIRE LINE. | | | IN MINNESOTA. | | | |
|--|-------------------------------------|---|---|-----------------------|------------------------|-------------------------------------|---|
| | Number of Passengers Carried. | Number of Passengers Carried One Mile. | Average Distance Carried, Miles. | Passengers Killed. | Passengers Injured. | Number of Passengers Carried. | Number of Passengers Carried One Mile. |
| Brainerd & Northern Minnesota..... | 25,546 | 987,117 | 36.68 | ..... | ..... | 25,546 | 987,117 |
| Barlingford, Cedar Rapids & Northern..... | 918,293 | 40,134,137 | 43.70 | ..... | ..... | 100,823 | 1,518,026 |
| Chicago, Burlington & Northern..... | 286,630 | 18,139,256 | 62.74 | ..... | ..... | 217,069 | 2,170,688 |
| Chicago, Milwaukee & St. Paul..... | 7,677,739 | 290,017,173 | 37.77 | ..... | ..... | ..... | ..... |
| Chicago & North Western..... | 15,323,533 | 490,515,245 | 32.47 | ..... | ..... | 459,339 | 16,554,424 |
| Chicago & St. Paul, Minneapolis & Omaha..... | 1,317,044 | 52,423,573 | 50.46 | ..... | ..... | 626,562 | 31,553,773 |
| Chicago Great Western..... | 1,194,010 | 52,868,185 | 45.46 | ..... | ..... | ..... | ..... |
| Duluth & Iron Range..... | 36,459 | 3,269,810 | 37.70 | 1 | ..... | 86,450 | 3,269,810 |
| Duluth, Missabe & Northern..... | 31,833 | 1,150,641 | 36.43 | ..... | ..... | 81,583 | 1,150,641 |
| Duluth & Northern Minnesota..... | 11,317 | 243,989 | 21.56 | ..... | ..... | 11,317 | 243,989 |
| Duluth & Superior & Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Duluth, Superior & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Eastern Ry. of Minnesota..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Great Northern..... | 195,005 | 15,737,027 | 80.70 | ..... | ..... | ..... | ..... |
| Minneapolis & St. Louis..... | 1,038,160 | 14,451,001 | 88.18 | ..... | ..... | 105,591 | 4,835,190 |
| Minneapolis, St. Paul & Sault Ste Marie..... | 697,077 | 24,876,877 | 98.00 | ..... | ..... | 923,552 | 90,310,828 |
| Minneapolis, New Ulm & South Western..... | 354,308 | 32,917,201 | 92.00 | ..... | ..... | 559,670 | 20,307,915 |
| Northern Pacific..... | 1,927,028 | 212,368,789 | 106.00 | ..... | ..... | 354,308 | 32,917,201 |
| St. Paul & Duluth..... | 513,253 | 18,267,394 | 110.64 | ..... | ..... | 17,945 | 289,133 |
| Willmar & Sioux Falls..... | 40,731 | 8,677,230 | 35.60 | ..... | ..... | 573,519 | 49,138,592 |
| Winona & Western..... | 42,845 | 493,091 | 22.30 | ..... | ..... | 513,060 | 18,141,023 |
| Wisconsin Central..... | 966,730 | 50,916,144 | 52.72 | ..... | ..... | 33,950 | 1,417,149 |
| Wisconsin, Minnesota & Pacific..... | 75,018 | 1,818,944 | 25.00 | ..... | ..... | 60,190 | 1,757,704 |
| Totals..... | 33,834,256 | 1,426,061,903 | *42.00 | 1 | 62 | 4,800,235 | 228,628,473 |

*Average.

TABLE V.
Accidents to Persons, State of Minnesota.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--------------------------------------|-------------|----------|-------------------------------------|----------|------------------|----------|---------|----------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | |
| Coupling and uncoupling..... | 5 | 60 | 2 | 29 | ..... | 8 | 7 | 101 |
| Falling from trains and engines..... | 10 | 56 | 2 | 10 | ..... | 17 | 12 | 83 |
| Overhead obstructions..... | 4 | 9 | 1 | 2 | ..... | 1 | 5 | 12 |
| Collisions..... | 1 | 17 | ..... | 2 | ..... | 2 | 8 | 21 |
| Deraillments..... | 2 | 8 | ..... | 3 | ..... | 2 | 4 | 18 |
| Other train accidents..... | 1 | 9 | ..... | 8 | ..... | 1 | 1 | 18 |
| At highway crossings..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| At stations..... | ..... | 7 | 1 | ..... | ..... | 11 | 1 | 18 |
| Other causes..... | 3 | 55 | 2 | 10 | 15 | 196 | 20 | 268 |
| Total..... | 26 | 231 | 8 | 59 | 19 | 233 | 53 | 523 |
| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
| | PASSENGERS. | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | | | | | | | | |
| Collisions..... | ..... | 14 | 1 | ..... | ..... | ..... | 1 | 14 |
| Deraillments..... | ..... | 7 | ..... | ..... | ..... | ..... | 2 | 8 |
| Other train accidents..... | ..... | 5 | ..... | ..... | ..... | 1 | ..... | 6 |
| At highway crossings..... | ..... | 1 | ..... | ..... | ..... | 17 | ..... | 24 |
| At stations..... | ..... | 24 | 16 | 6 | 4 | 11 | 9 | 54 |
| Other causes..... | 1 | 11 | 49 | 46 | 3 | 6 | 53 | 68 |
| Total..... | 1 | 62 | 74 | 71 | 11 | 36 | 86 | 160 |

TABLE VI.

Accidents to Persons, by Roads, Year Ending June 30, 1899—In Minnesota.

| NAME OF ROAD. | Trainmen. | | Switchmen, Flagmen, Watchmen. | | Other Employees. | | Passengers. | | Trespassers. | | Non-Trespassers. | | Totals. | |
|---|-----------|----------|-------------------------------|----------|------------------|----------|-------------|----------|--------------|----------|------------------|----------|---------|----------|
| | Killed. | Injur'd. | Killed. | Injured. | Killed. | Injur'd. | Killed. | Injur'd. | Killed. | Injur'd. | Killed. | Injur'd. | Killed. | Injur'd. |
| Brainerd & Northern Minnesota..... | 1 | 6 | ..... | ..... | ..... | 7 | ..... | ..... | 1 | ..... | ..... | 2 | 2 | 15 |
| Burlington, Cedar Rapids & Northern..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |
| Chicago, Burlington & Northern..... | ..... | 18 | 2 | 4 | 2 | 8 | ..... | 3 | 15 | 8 | ..... | ..... | 23 | 87 |
| Chicago, Milwaukee & St. Paul..... | 4 | 5 | ..... | 1 | ..... | 1 | ..... | 3 | ..... | 1 | 2 | ..... | 8 | 11 |
| Chicago & North Western..... | 2 | 6 | 1 | 5 | 1 | 10 | ..... | ..... | 2 | 4 | ..... | ..... | 9 | 22 |
| Chicago, St. Paul, Minneapolis & Omaha..... | 2 | 28 | ..... | 3 | ..... | 4 | ..... | 3 | 1 | 7 | ..... | ..... | 5 | 50 |
| Chicago & Great Western..... | 3 | 5 | 1 | 3 | 3 | 4 | ..... | ..... | 1 | ..... | 1 | ..... | 11 | 9 |
| Duluth & Iron Range..... | ..... | 9 | ..... | 3 | 1 | 12 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Duluth, Missabe & Northern..... | ..... | ..... | 1 | 2 | ..... | 1 | ..... | ..... | 1 | 2 | ..... | ..... | 2 | 27 |
| Duluth, Mississippi River & Northern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| Duluth & Northern Minnesota..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Duluth, Red Wing & Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Eastern Ry. of Minnesota..... | 1 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Great Northern..... | 3 | 13 | 1 | 6 | 8 | 7 | ..... | 7 | 4 | ..... | 3 | 2 | 10 | 14 |
| Minneapolis & St. Louis..... | 2 | 6 | 1 | 3 | 1 | 15 | ..... | 3 | 11 | ..... | 2 | 4 | 24 | 59 |
| Minneapolis, St. Paul & S. S. Marie..... | 4 | 26 | ..... | 6 | 4 | 2 | ..... | 3 | 2 | ..... | ..... | 1 | 5 | 18 |
| Minneapolis, Eastern..... | ..... | ..... | ..... | 3 | ..... | 66 | ..... | ..... | 4 | 4 | ..... | ..... | 8 | 105 |
| Minnesota Transfer..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| Minnesota Belt Line & Transfer Co..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Minneapolis, New Ulm & So. Western..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 |
| Northern Pacific..... | 26 | 71 | 1 | 12 | 1 | 32 | ..... | 10 | 12 | 17 | 1 | 6 | 15 | 103 |
| St. Paul & Duluth..... | ..... | ..... | ..... | 11 | ..... | 57 | ..... | 29 | 4 | 11 | ..... | 8 | 4 | 187 |
| Willmar & St. Paul..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Winona & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wisconsin Central..... | 2 | 1 | ..... | ..... | 1 | 1 | ..... | ..... | 2 | ..... | ..... | ..... | 3 | 1 |
| Wisconsin, Minnesota & Pacific..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 2 |
| Totals..... | 26 | 231 | 8 | 59 | 19 | 233 | 1 | 62 | 74 | 71 | 11 | 36 | 139 | 682 |

TABLE VII.—PASSENGER STATISTICS.

Average Receipts per Passenger per Mile for Passengers Carried on Respective Roads, for Entire Lines for Ten Years, as follows, viz.:

| NAME OF ROAD. | 1900. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 1908. | 1909. |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. |
| Brainerd & Northern Minnesota..... | 2.40 | 2.58 | 2.64 | 2.75 | 2.86 | 4.00 | 4.17 | 2.54 | 8.82 | 8.74 |
| Burlington, Cedar Rapids & Northern..... | 1.81 | 1.94 | 2.04 | 2.11 | 2.26 | 2.67 | 2.97 | 2.60 | 2.52 | 2.99 |
| Chicago, Burlington & Northern..... | 2.88 | 2.40 | 2.46 | 2.41 | 2.26 | 2.78 | 2.25 | 2.24 | 2.09 | 2.12 |
| Chicago, Great Western..... | 2.60 | 2.55 | 2.61 | 2.60 | 2.19 | 2.02 | 2.14 | 2.02 | 2.06 | 2.00 |
| Chicago, Milwaukee & St. Paul..... | 2.48 | 2.62 | 2.62 | 2.54 | 2.88 | 2.61 | 2.87 | 2.27 | 2.86 | 2.88 |
| Chicago & North-Western..... | 2.82 | 2.75 | 3.22 | 3.52 | 2.99 | 2.88 | 2.49 | 2.05 | 2.01 | 1.95 |
| Chicago, St. Paul, Minneapolis & Omaha..... | ..... | ..... | ..... | ..... | 8.81 | 8.08 | 8.97 | 2.89 | 2.46 | 2.80 |
| Duluth & Iron Range..... | ..... | ..... | ..... | ..... | ..... | 8.19 | 8.02 | 2.92 | 8.10 | 8.00 |
| Duluth, Missabe & Northern..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.92 | 2.75 | 2.76 | 8.14 |
| Duluth, Mississippi River & Northern..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.74 | 2.86 | 2.88 | 2.79 |
| Duluth, Red Wing & Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.96 | 1.88 | 2.04 | 2.04 |
| Eastern Railway of Minnesota..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.47 | 2.51 | 2.13 | 2.12 |
| Great Northern..... | 1.81 | 1.90 | 1.94 | 2.88 | 2.96 | 2.00 | 1.96 | 2.02 | 1.90 | 1.98 |
| Minneapolis & St. Louis..... | 2.93 | 2.80 | 2.89 | 2.40 | 2.86 | 2.85 | 2.11 | 2.17 | 1.88 | 1.88 |
| Minneapolis, St. Paul & Sault Ste. Marie..... | 2.40 | 2.07 | 2.20 | 2.88 | 2.07 | 2.22 | 2.12 | 2.17 | 2.22 | 2.28 |
| Northern Pacific..... | 2.19 | 2.42 | 2.87 | 2.88 | 2.27 | 2.54 | 2.72 | 2.80 | 2.01 | 1.98 |
| St. Paul & Duluth..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.18 | 2.02 | 2.01 | 1.98 |
| Willmar & Sioux Falls..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.30 | 8.17 | 8.20 | 8.26 |
| Wisconsin Central..... | 1.73 | 1.96 | 2.20 | 8.85 | 8.90 | 8.24 | 8.26 | 3.17 | 3.20 | 2.02 |
| Wisconsin, Minnesota & Pacific..... | 2.92 | 2.87 | 2.04 | 1.95 | 2.41 | 2.04 | 2.22 | 2.22 | 1.97 | 2.02 |
| Winona & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.62 | 2.62 | 2.63 | 2.68 |
| Winona & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.65 | 2.75 | 2.98 | 2.75 |

TABLE VIII.
Average Amount Received from Each Passenger Carried on Respective Roads for Ten Years.

| NAME OF ROAD. | 1890. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Brainerd & Northern Minnesota..... | \$0.36 | \$0.36 | \$0.40 | \$0.42 | \$0.41 | \$1.62 | \$1.48 | \$0.90 | \$1.45 | \$1.37 |
| Burlington, Cedar Rapids & Northern..... | | | | | | | | | | |
| Chicago, Burlington & Northern..... | | | | | | | | | | |
| Chicago Great Western..... | .25 | .27 | .29 | .28 | .24 | .24 | 1.11 | 1.13 | 1.08 | 1.04 |
| Chicago, Milwaukee & St. Paul..... | .79 | .79 | .83 | .87 | .83 | .81 | .85 | .85 | .84 | .88 |
| Chicago & North Western..... | 1.04 | .92 | .87 | .80 | .90 | .81 | .49 | .50 | .52 | .53 |
| Chicago, St. Paul, Minneapolis & Omaha..... | 1.18 | 1.23 | 1.15 | 1.12 | 1.18 | 1.13 | 1.11 | 1.11 | 1.15 | 1.17 |
| Duluth & Iron Range..... | .34 | .28 | .33 | .51 | 1.31 | 1.00 | 1.14 | 1.12 | 1.08 | 1.13 |
| Duluth, Mississippi River & Northern..... | | | | 1.33 | 1.35 | 1.29 | 1.33 | 1.02 | 1.08 | 1.14 |
| Duluth, Red Wing & Southern..... | | | | | | | | | | |
| Eastern Railway of Minnesota..... | | | | | | | | | | |
| Great Northern..... | .96 | .53 | .55 | .56 | .50 | .56 | .54 | .57 | .56 | .58 |
| Minneapolis & St. Louis..... | .60 | 1.23 | 1.05 | 1.07 | 1.03 | 1.14 | 1.35 | 1.32 | 1.49 | 1.64 |
| Minneapolis, St. Paul & Sault Ste. Marie..... | .68 | .70 | 1.04 | 1.19 | 1.31 | 1.25 | 1.73 | 1.68 | 1.96 | 1.87 |
| Northern Pacific..... | .73 | .67 | .71 | .73 | .72 | .74 | .73 | .72 | .72 | .75 |
| St. Paul & Duluth..... | 1.38 | .76 | .94 | .91 | 1.17 | 1.10 | 1.71 | 1.78 | 1.77 | 1.75 |
| Willmar & Sioux Falls..... | .42 | 1.05 | 1.20 | 1.00 | 1.40 | 1.86 | 2.50 | 2.67 | 2.94 | 2.52 |
| Wisconsin Central..... | | .42 | .51 | .65 | .68 | .65 | .62 | .57 | .64 | .68 |
| Wisconsin, Minnesota & Pacific..... | .34 | 1.42 | 1.28 | 1.42 | 1.19 | 1.11 | 1.13 | 1.00 | 1.15 | 1.13 |
| Winona & Western..... | .65 | .62 | .62 | .62 | .56 | .63 | 1.06 | 1.07 | 1.04 | 1.06 |
| | | | | | | | .57 | .63 | .60 | .61 |

TABLE IX.—FREIGHT STATISTICS.

Average Receipts per Ton of Freight per Mile Carried on Respective Roads, for Entire Lines, for Ten Years, as follows, viz.:

| NAME OF ROAD. | 1890. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. |
| Brainerd & Northern Minnesota. | 1.44 | 1.538 | 1.6 | 1.34 | 1.64 | .71 | .835 | 1.189 | 1.11 | 1.11 |
| Burlington, Cedar Rapids & Northern. | | | | | .9 | 1.63 | 1.15 | 1.11 | 1.26 | 1.17 |
| Chicago, Burlington & Northern. | | | | | 568 | .77 | .612 | .634 | .629 | .698 |
| Chicago, Great Western. | .81 | .722 | .82 | .89 | | | | | | |
| Chicago, Milwaukee & St. Paul. | .99 | 1.063 | 1.02 | 1.02 | 1.037 | 1.075 | 1.003 | 1.008 | .972 | .937 |
| Chicago & North-Western. | 1.06 | 1.092 | 1.13 | 1.09 | 1.11 | 1.148 | 1.02 | .978 | .894 | .878 |
| Chicago, St. Paul, Minneapolis & Omaha. | 1. | 1.083 | 1.11 | 1.11 | 1.16 | 1.179 | 1.127 | 1.023 | .976 | .989 |
| Duluth & Iron Range. | 1.23 | 1.239 | 1.18 | 1.22 | 1.17 | 1.15 | 1.146 | 1.143 | 1.107 | 1.076 |
| Duluth, Missabe & Northern. | | | | 1.8 | 1. | .99 | .969 | .97 | .968 | .967 |
| Duluth, Mississippi River & Northern. | | | | | | | .973 | .853 | .702 | .871 |
| Duluth, Red Wing & Southern. | | 2.973 | 5.25 | 4.48 | 3.15 | 3.26 | 3.5 | 3.808 | 3.494 | 3.28 |
| Eastern Railway of Minnesota. | | .746 | .77 | .76 | .72 | 7.54 | .762 | .68 | .689 | .591 |
| Great Northern. | 1.12 | 1.175 | 1.17 | 1.19 | 1.09 | 1.054 | 1.019 | 1.037 | .986 | .98 |
| Minneapolis & St. Louis. | 1.33 | 1.398 | 1.49 | 1.31 | 1.23 | 1.39 | 1.338 | 1.283 | 1.171 | 1.19 |
| Minneapolis, St. Paul & Sault Ste. Marie. | 1.16 | 1.354 | 1.25 | 1.54 | 1.05 | 1.12 | .633 | .643 | .602 | .579 |
| Northern Pacific. | 1.31 | 1.31 | 1.26 | 1.26 | 1.16 | 1.179 | 1.135 | 1.130 | 1.065 | 1.04 |
| St. Paul & Duluth. | .95 | 1.018 | .92 | .95 | .88 | .904 | .919 | .802 | .805 | .762 |
| St. Paul & Sioux Falls. | | 1.546 | 1.78 | 1.48 | 1.38 | 1.52 | 1.626 | 1.33 | 1.46 | 1.52 |
| Willmar & Central. | .9 | .857 | | .78 | .84 | .849 | .891 | .873 | .755 | .732 |
| Wisconsin, Minnesota & Pacific. | 2.54 | 2.107 | 2.29 | 1.93 | 1.96 | 2.04 | 2.198 | 2.07 | 2.113 | 2.01 |
| Winona & Western. | | | | | | 1.09 | 1.44 | 1.59 | 1.83 | 2.20 |

TABLE X.

Average Amount Received for Each Ton of Freight Carried on Respective Roads, Entire Line, for Ten Years, as follows, viz.:

| NAME OF ROAD. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | 1887. | 1888. | 1889. |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Brainerd & Northern Minnesota..... | \$0.24 | \$0.24 | \$0.26 | \$0.21 | \$0.27 | \$2.86 | \$0.39 | \$0.47 | \$0.53 | \$0.51 |
| Burlington, Cedar Rapids & Northern..... | 65 | 70 | 71 | 76 | 71 | 26 | 1.90 | 1.69 | 1.67 | 1.63 |
| Chicago, Burlington & Northern..... | 1.97 | 1.82 | 2.00 | 1.98 | 1.90 | 20 | 1.57 | 1.62 | 1.55 | 1.64 |
| Chicago, Great Western..... | 1.49 | 1.50 | 1.57 | 1.50 | 1.50 | 51 | 25 | 24 | 2.26 | 2.61 |
| Chicago, Milwaukee & St. Paul..... | 1.65 | 1.72 | 1.87 | 1.81 | 1.86 | 1.81 | 1.65 | 1.91 | 1.78 | 1.81 |
| Chicago & North-Western..... | 91 | 92 | 91 | 91 | 86 | 1.08 | 1.72 | 1.47 | 1.36 | 1.34 |
| Chicago, St. Paul, Minneapolis & Omaha..... | ..... | ..... | ..... | 64 | 71 | 83 | 81 | 1.60 | 1.66 | 1.65 |
| Duluth & Iron Range..... | ..... | ..... | ..... | ..... | ..... | 73 | 74 | 80 | 785 | 77 |
| Duluth, Missabe & Northern..... | ..... | ..... | ..... | ..... | ..... | 73 | 74 | 73 | 717 | 70 |
| Duluth, Mississippi River & Northern..... | ..... | ..... | ..... | ..... | ..... | ..... | 25 | 22 | 197 | 90 |
| Duluth, Red Wing & Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | 61 | 64 | 68 | 62 |
| Eastern Railway of Minnesota..... | 73 | 80 | 81 | 71 | 55 | 62 | 65 | 66 | 68 | 66 |
| Great Northern..... | 3.20 | 73 | 58 | 50 | 55 | 54 | 3.44 | 3.53 | 3.62 | 3.20 |
| Minneapolis & St. Louis..... | 1.06 | 2.00 | 2.11 | 2.12 | 2.01 | 1.96 | 1.25 | 1.21 | 1.22 | 1.21 |
| Minneapolis, St. Paul & Sault Ste. Marie..... | 64 | 1.11 | 1.18 | 1.07 | 1.05 | 1.12 | 1.45 | 1.35 | 1.23 | 1.24 |
| Northern Pacific..... | 2.68 | 64 | 2.77 | 2.88 | 2.69 | ..... | 3.48 | 3.96 | 3.47 | 3.20 |
| St. Paul & Duluth..... | 1.00 | 2.26 | 2.60 | 2.46 | 2.31 | 2.82 | 1.02 | 98 | 90 | 93 |
| Willmar & Sault Falls..... | ..... | 1.45 | 1.66 | 1.53 | 1.46 | 1.25 | 1.67 | 1.41 | 1.45 | 1.65 |
| Wisconsin Central..... | 26 | 22 | 24 | 23 | 26 | 25 | 1.10 | 1.18 | 1.03 | 1.03 |
| Wisconsin, Minnesota & Pacific..... | 83 | 82 | 87 | 77 | 79 | 75 | 87 | 88 | 88 | 81 |
| Winona & Western..... | ..... | ..... | ..... | ..... | ..... | 1.00 | 80 | 87 | 98 | 1.19 |

TABLE XI.
Income Account of Operating Roads, for Year Ending June 30, 1899. — Entire Lines.

| NAME OF ROAD. | Gross Earnings. | Operating Expenses. | Income from Operation. | Total Income, Including Income from other Sources, Such as Stocks, Bonds, Etc. | Interest on Funded Debt Accrued. | Interest on Current Liabilities Accrued. | Rentals Paid. | Taxes Paid. | Total Deductions from Income, Including Other Deductions. |
|---|-----------------|---------------------|------------------------|--|----------------------------------|--|---------------|-------------|---|
| Brainerd & Northern Minnesota. | \$220,298 | \$130,400 | \$89,898 | \$89,898 | | \$8,087 | | \$3,859 | \$10,587 |
| Burlington, Cedar Rapids & Northern. | 4,730,105 | 3,217,866 | 1,573,109 | 1,573,109 | \$799,400 | | \$14,000 | 137,743 | \$73,451 |
| Chicago, Burlington & Northern. | 2,093,408 | 1,225,633 | 777,772 | 777,772 | 633,915 | | 145,281 | 98,923 | 88,770 |
| Chicago, Milwaukee & St. Paul. | 98,510,632 | 27,776,970 | 15,533,942 | 15,631,372 | 6,830,119 | | | 1,138,766 | 8,076,296 |
| Chicago & North-Western. | 39,051,853 | 24,890,385 | 14,064,538 | 16,072,116 | 6,432,794 | | 21,319 | 1,132,516 | 8,636,739 |
| Chicago, St. Paul, Minneapolis & Omaha. | 10,470,498 | 6,314,006 | 4,161,890 | 4,321,135 | 1,443,296 | | | 393,561 | 1,831,797 |
| Chicago Great Western. | 6,551,399 | 4,352,676 | 1,521,730 | 1,535,162 | 238,127 | | | 234,000 | 588,482 |
| Duluth & Iron Range. | 3,031,127 | 1,411,302 | 1,639,824 | 1,639,824 | 606,000 | | | 91,765 | 698,966 |
| Duluth, Missabe & Northern. | 2,477,489 | 1,125,175 | 1,352,314 | 1,354,419 | 333,411 | | | 49,566 | 527,569 |
| Duluth, Mississippi River & Northern. | 196,303 | 113,469 | 24,804 | 25,604 | 18,300 | | | 2,794 | 20,594 |
| Duluth & Northern Minnesota. | | | | | | | | | |
| Duluth, Red Wing & Southern. | | | | | | | | | |
| Duluth Terminal. | | | | | | | | | |
| Duluth & Southern. | | | | | | | | | |
| Eastern Ry. of Minnesota. | 35,704 | 51,753 | 23,692 | 23,692 | 19,960 | | 1,470 | | 21,421 |
| Great Northern. | 9,064,998 | 13,818,511 | 17,460,456 | 18,385 | 10,500 | 5,385 | 91,133 | 99,320 | 15,365 |
| Minneapolis & St. Louis. | 19,111,296 | 9,396,647 | 9,714,648 | 12,394,491 | 455,000 | | 4,066,612 | 733,941 | 702,448 |
| Minneapolis, St. Paul & Sault Ste. Marie. | 2,645,094 | 1,516,316 | 1,128,748 | 1,262,302 | 81,211 | | | 84,700 | 6,666,765 |
| Minneapolis Eastern. | 4,348,565 | 2,589,604 | 1,758,960 | 1,761,605 | 1,142,236 | | | 175,900 | 744,763 |
| Minneapolis Western. | 70,544 | 31,516 | 39,027 | 39,027 | 10,300 | | | 1,425 | 1,386,348 |
| Minneapolis, New Ulm & South-Western. | 22,420 | 16,960 | 5,539 | 5,566 | 25,000 | | | 1,425 | 12,144 |
| Northern Pacific. | 29,031,899 | 12,832,945 | 13,099,221 | 14,700,828 | 6,079,273 | | 61,520 | 750,133 | 26,142 |
| St. Paul & Duluth. | 1,940,067 | 1,236,510 | 579,567 | 776,700 | 169,444 | | 36,500 | 61,855 | 9,097,545 |
| Red Lake Transportation Co. | 7,009 | 6,780 | 228 | 228 | | | | | 6,723 |
| Willmar & Sioux Falls. | 920,404 | 284,973 | 635,431 | 635,431 | 182,300 | | | 27,645 | 297,145 |
| Winona Bridge Ry. | 19,794 | 18,718 | 6,015 | 6,015 | | | | 368 | 368 |
| Winona & Western. | 184,253 | 124,948 | 59,405 | 59,405 | | | | 5,431 | 5,973 |
| Wisconsin Central. | 2,525,369 | 1,870,381 | 645,988 | 1,077,968 | 67,754 | | 908,719 | 8,480 | 693,781 |
| Wisconsin, Minnesota & Pacific. | 232,702 | 219,539 | 72,872 | 73,709 | | | | 10,408 | 11,308 |
| Totals. | \$167,614,204 | \$96,067,235 | \$71,546,968 | \$77,981,840 | \$29,804,829 | \$335,624 | \$4,779,894 | \$5,406,380 | \$42,116,010 |

TABLE XI. Continued.

Income Account of Operating Roads, for Year Ending June 30, 1899. — Entire Lines.

| NAME OF ROAD. | Net Income. | Deficit. | Divi- dends on Common Stock. | Divi- dends on Preferred Stock. | Surplus from Operation, 1899. | Deficit from Opera- tion, 1899. | Surplus from Operation on June 30, 1898. | Deficit from Opera- tion on June 30, 1898. | Surplus on June 30, 1899. | Deficit on June 30, 1899. |
|---|--------------|----------|---------------------------------------|--|--|--|--|---|---------------------------------|------------------------------------|
| Brainerd & Northern Minnesota. | \$79,339 | | | | \$79,339 | | \$171,490 | | \$250,829 | |
| Burlington, Cedar Rapids & Northern. | 672,486 | | | | 342,089 | | 2,557,752 | | 2,954,236 | |
| Chicago, Burlington & Northern. | | \$98,275 | \$330,000 | | | \$98,275 | | \$2,233,398 | | \$2,381,674 |
| Chicago, Milwaukee & St. Paul. | 7,575,086 | | 2,318,980 | \$2,278,930 | 2,977,176 | | 9,802,605 | | 12,779,871 | |
| Chicago & North-Western. | 7,518,377 | | 1,935,620 | 1,567,050 | 3,995,107 | | 6,377,325 | | 15,372,432 | |
| Chicago, St. Paul, Minneapolis & Omaha. | 2,489,337 | | 649,285 | 787,976 | 1,052,076 | | 3,874,881 | | 14,506,785 | |
| Chicago Great Western. | 946,670 | | | 952,808 | | 6,227 | 6,227 | | | |
| Duluth & Iron Range. | 976,464 | | | | 976,464 | | 671,081 | | 1,648,145 | |
| Duluth, Missabe & Northern. | 827,020 | | | | 827,020 | | 212,406 | | 1,052,249 | |
| Duluth, Mississippi River & Northern. | 8,000 | | \$24,000 | | 8,000 | | 15,300 | | | |
| Duluth & Northern Minnesota. | | | | | | | | | | |
| Duluth, Red Wing & Southern. | | | | | | | 42,289 | | 45,000 | |
| Duluth Terminal. | 2,271 | | 3,000 | | 2,271 | | | | | |
| Eastern Ry. of Minnesota. | 3,000 | | | | | | | | | |
| Great Northern. | 1,294,652 | | 1,250,000 | | 44,652 | | 1,641,447 | | 1,686,399 | |
| Minneapolis & St. Louis. | 5,458,225 | | 3,851,033 | | 1,787,191 | | 530,650 | | 2,317,841 | |
| Minneapolis, St. Paul & Sault Ste. Marie. | 458,448 | | | 284,583 | 163,865 | | 306,702 | | 470,597 | |
| Minneapolis Eastern. | 375,057 | | | | 375,057 | | | 505,048 | | 219,991 |
| Minneapolis Western. | 26,383 | | | | 26,383 | | 893 | | 27,277 | |
| Minneapolis, New Ulm & South-Western. | 10,935 | | 25,000 | | | 14,064 | 53,156 | | 35,068 | |
| Northern Pacific. | | 1,357 | | | | 1,357 | | 35,805 | | 37,163 |
| St. Paul & Duluth. | 5,463,282 | | 1,000,000 | 3,000,000 | 1,033,282 | | 387,703 | | 1,420,996 | |
| Red Lake Transportation Co. | 458,080 | | | 358,876 | 99,204 | | 215,478 | | 361,470 | |
| Willmar & Sioux Falls. | 228 | | | | 228 | | | 228 | | |
| Winona & Bridge Ry. | 337,985 | | 300,000 | | 37,985 | | 343,622 | | 381,007 | |
| Winona & Western. | 5,617 | | | | 5,617 | | 9,818 | 26,415 | 63,550 | 20,797 |
| Winona Central. | 53,791 | | | | 53,791 | | | | | |
| Wisconsin Central. | 444,217 | | | | 444,217 | | | 1,156,257 | | 696,415 |
| Wisconsin, Minnesota & Pacific. | 62,308 | | | | | | | | | |
| Totals. | \$25,869,207 | \$89,632 | \$12,306,918 | \$9,240,913 | \$14,333,359 | \$119,923 | \$27,221,605 | \$4,049,923 | \$35,375,259 | \$3,276,040 |

* 500 per cent. † \$5,000,000 written off, credited to cost of road. ‡ \$420,173 written off, credited to cost of road.

TABLE XII.
Stock and Debt, Entire Line, 1899.

| NAME OF ROAD. | Capital Stock Outstanding. | Funded Debt Outstanding. | Total Stock and Debt. | Amount Per Mile of Road. | Mileage Proportion of Stock and Debt for Minnesota. |
|--|-------------------------------|--------------------------------|-----------------------------|--------------------------------|--|
| Brainerd and Northern Minnesota | \$500,000 | ..... | \$500,000 | \$5,499 | \$500,000 |
| Burlington, Cedar Rapids and Northern | 7,295,000 | \$15,763,000 | 22,998,000 | 20,544 | 1,910,277 |
| Chicago, Burlington and Northern | 9,946,500 | 8,692,000 | 18,798,500 | 54,967 | 1,267,770 |
| Chicago, Milwaukee and St. Paul | 82,519,000 | 186,226,500 | 268,745,500 | 95,580 | 99,652,984 |
| Chicago & North-Western | 66,462,320 | 184,645,500 | 251,107,820 | 40,079 | 16,611,698 |
| Chicago St. Paul, Minneapolis & Omaha | 84,050,126 | 93,286,800 | 177,336,926 | 49,876 | 15,666,828 |
| Chicago Great Western | \$2,748,367 | 14,248,581 | 16,996,948 | 67,464 | 9,324,107 |
| Duluth and Iron Range | 3,000,000 | 12,224,000 | 15,224,000 | 82,780 | 15,224,000 |
| Duluth, Missabe & Northern | 2,512,500 | 6,498,000 | 8,010,500 | 61,194 | 8,010,500 |
| Duluth, Mississippi River & Northern | 4,300 | 867,000 | 861,300 | 20,066 | 661,800 |
| Duluth & Northern Minnesota | 875,000 | 592,600 | 1,467,600 | 31,842 | 877,800 |
| Duluth, Red Wing & Southern | 50,000 | 173,000 | 223,000 | 128,405 | 223,000 |
| Duluth Terminal | 12,500,000 | 9,700,000 | 22,200,000 | 53,768 | 17,241,256 |
| Eastern Railway of Minnesota | ..... | ..... | ..... | ..... | ..... |
| Great Northern | 10,000,000 | 17,900,000 | 27,900,000 | 54,846 | 18,040,154 |
| Minneapolis & St. Louis | 21,000,000 | 31,102,243 | 52,102,243 | 41,567 | 9,154,814 |
| Minneapolis, St. Paul & Sault Ste. Marie | 30,000 | 150,000 | 180,000 | 61,264 | 180,000 |
| Minneapolis Eastern | 250,000 | 500,000 | 750,000 | 446,767 | 750,000 |
| Minneapolis Western | 100,000 | 300,000 | 400,000 | 14,568 | 300,000 |
| Minneapolis, New Ulm & Southwestern | 155,000,000 | 100,367,600 | 255,367,600 | 67,788 | 52,922,744 |
| Northern Pacific | 8,769,740 | 4,919,500 | 13,689,240 | 60,566 | 12,846,140 |
| St. Paul & Duluth | 66,000 | ..... | 66,000 | 6,500 | 66,000 |
| Red Lake Transportation Co. | 20,000,000 | 85,590,494 | 105,590,494 | 27,663 | 37,713,234 |
| St. Paul, Minneapolis & Manitoba | 1,500,000 | 830,000 | 2,330,000 | 20,562 | 1,000,000 |
| Park Rapids & Leech Lake | 400,000 | 8,946,000 | 9,346,000 | 23,072 | 8,073,527 |
| Winona & St. Paul | 400,000 | 1,844,000 | 2,244,000 | 761,163 | 872,970 |
| Winona Bridge Ry. | 100,000 | 1,150,000 | 1,250,000 | 11,042 | 886,536 |
| Winona & Western | 3,600,308 | 17,862,086 | 21,462,394 | 67,880 | 1,785,012 |
| Wisconsin Central | 5,000,000 | 14,361,776 | 19,361,776 | 33,084 | 4,106,467 |
| Wisconsin, Minnesota & Pacific | ..... | ..... | ..... | ..... | ..... |
| Totals | \$408,238,681 | \$676,628,354 | \$1,174,866,536 | A. V. \$46,066 | \$272,604,540 |

† Including \$1,422,201 Equipment Trust Obligations.
‡ Capital Stock \$39,229,810, Bonds \$38,000, all apportioned to other properties.
‡ Operated by Great Northern under lease since April 30, 1899

TABLE XIII.

Cost of Road and Equipment, Whole Line, and Proportion for Minnesota 1899.

| NAME OF ROAD. | Cost of Construction and Equipment to June 30, 1898. | Cost of Same to June 30, 1899. | Cost Per Mile. | Proportional Cost of Same in Minnesota on Mileage Basis. |
|--|--|--------------------------------|----------------|--|
| Brainerd & Northern Minnesota..... | \$1,186,974 | \$1,478,719 | \$16,268.97 | \$1,478,719 |
| Burlington, Cedar Rapids & Northern.. | 22,028,680 | 22,065,484 | 23,466.00 | 2,181,898 |
| Chicago, Burlington & Northern..... | 21,639,564 | 21,681,653 | 63,520.29 | 1,489,916 |
| Chicago, Milwaukee & St. Paul..... | 214,195,294 | 218,506,734 | 35,541.87 | 99,798,207 |
| Chicago & North-Western..... | 178,316,361 | 183,255,221 | 35,512.82 | 14,718,917 |
| Chicago, St. Paul, Minneapolis & Omaha | 56,452,355 | 59,554,450 | 39,753.81 | 14,008,378 |
| Chicago Great Western..... | 55,373,155 | 57,010,670 | 67,490.00 | 9,691,814 |
| Duluth & Iron Range..... | 14,108,164 | 14,307,459 | 77,745.25 | 14,307,459 |
| Duluth, Missabe & Northern..... | 9,504,562 | 9,649,509 | 68,238.89 | 9,649,509 |
| Duluth, Mississippi River & Northern.. | 733,447 | 894,373 | 18,008.16 | 894,373 |
| Duluth & Northern Minnesota..... | | | | |
| Duluth, Red Wing & Southern..... | † 877,600 | 877,600 | 81,942.84 | 877,600 |
| Duluth Terminal..... | 834,048 | 889,353 | 218,734.16 | 889,353 |
| Eastern Railway of Minnesota..... | 14,372,607 | 20,705,665 | 50,144.50 | 16,080,839 |
| Great Northern..... | 1,584,391 | 1,489,533 | 924.42 | |
| St. Paul, Minneapolis & Manitoba..... | 114,712,005 | 114,708,005 | 29,668.44 | 41,709,081 |
| Minneapolis & St. Louis..... | 22,124,185 | 25,853,084 | 50,539.61 | †† 16,115,000 |
| Minneapolis, St. Paul & Sault Ste. Marie | 46,123,319 | 48,063,667 | 39,384.56 | 10,164,283 |
| Minneapolis Eastern..... | 263,618 | 263,618 | 80,096.25 | 263,618 |
| Park Rapids & Leech Lake†††..... | | 834,199 | 17,010.59 | 834,199 |
| Minneapolis Western..... | 740,493 | 743,497 | 439,969.21 | 743,497 |
| Northern Pacific..... | 309,828,679 | 312,080,986 | 67,025.00 | 52,363,649 |
| St. Paul & Duluth..... | 12,104,174 | 13,395,750 | 59,073.13 | 12,523,508 |
| Red Lake Transportation Co..... | | 55,297 | 5,529.73 | 55,297 |
| Willmar & Sioux Falls..... | 5,420,798 | 5,428,643 | 26,448.68 | 3,242,638 |
| Winona Bridge Ry..... | 784,000 | 784,000 | 761,650.00 | 542,500 |
| Winona & Western..... | 1,250,000 | 1,250,000 | 11,042.00 | 990,467 |
| Wisconsin Central..... | 355,507 | 688,305 | 2,568.00 | 5,012 |
| Totals..... | \$1,104,362,025 | \$1,184,211,653 | at \$41,909.08 | \$205,999,699 |

† Stock and bonds given here as cost.

†† Including Wis., Minn. & Pacific from Morton to State line and line Winthrop to New Ulm.

††† Operated by Great Northern.

TABLE XIV.

Description of Equipment Entire Line, 1899.

| NAME OF ROAD. | Locomotives. | Passenger Cars. | Freight Cars in Service. | Cars in Company's Service. |
|--|--------------|-----------------|--------------------------|----------------------------|
| Brainerd & Northern Minnesota | 12 | 3 | 492 | 7 |
| Burlington, Cedar Rapids & Northern .. | 127 | 87 | 5,128 | 141 |
| Chicago, Burlington & Northern | 58 | 86 | 3,350 | 83 |
| Chicago, Milwaukee & St. Paul | 813 | 777 | 33,524 | 581 |
| Chicago & North Western | 1,010 | 866 | 36,537 | 629 |
| Chicago, St. Paul, Minneapolis & Omaha | 269 | 201 | 9,775 | 243 |
| Chicago Great Western | 158 | 90 | 5,771 | 507 |
| Duluth & Iron Range | 00 | 12 | 2,878 | 68 |
| Duluth, Missabe & Northern | 33 | 8 | 3,019 | 24 |
| Duluth & Northern Minnesota | | | | |
| Duluth, Red Wing & Southern | 3 | 2 | 43 | |
| Duluth, South Shore & Atlantic | | | | |
| Duluth, Superior & Western | | | | |
| Duluth Transfer | | | | |
| Eastern Railway of Minnesota | 81 | 43 | 4,490 | 83 |
| Great Northern | 425 | 312 | 13,008 | 883 |
| Minneapolis & St. Louis | 68 | 55 | 3,007 | 79 |
| Minneapolis, St. Paul & Sault Ste. Marie | 102 | 84 | 6,804 | 132 |
| Minneapolis Eastern | 2 | | | |
| Northern Pacific | 570 | 473 | 20,588 | 2,529 |
| Red Lake Transportation Co. | 2 | | 1 | 32 |
| St. Paul & Duluth | 59 | 72 | 2,563 | 69 |
| Winona & Western | 6 | 6 | 294 | 4 |
| Wisconsin Central | 100 | 79 | 4,896 | 40 |
| Totals | 3,958 | 3,200 | 156,343 | 6,044 |

TABLE XV.
Officers and Employes, and their Salaries in Minnesota, 1899.

| NAME OF ROAD. | General Administration. | Maintenance of Way and Structures. | Maintenance of Equipment. | Conducting Transportation. | Total. | Total Yearly Compensation. | Total Number Employed on Entire Line. | Total Yearly Compensation Entire Line. | Average Daily Compensation. |
|---|-------------------------|------------------------------------|---------------------------|----------------------------|--------|----------------------------|---------------------------------------|--|-----------------------------|
| Brainerd & Northern Minnesota. | 13 | 56 | 41 | 46 | 153 | \$59,127 | 153 | \$59,127 | \$1.73 |
| Burlington, Cedar Rapids & Northern. | | 86 | 35 | 52 | 173 | 91,615 | 8,086 | 1,744,408 | 1.83 |
| Chicago, Burlington & Northern. | | | | | | | 1,175 | 710,541 | 1.81 |
| Chicago, Milwaukee & St. Paul. | | | | | | | 21,626 | 13,728,112 | 2.06 |
| Chicago & North-Western. | | 740 | 292 | 663 | 1,695 | 790,796 | 28,668 | 15,296,760 | 1.96 |
| Chicago, St. Paul, Minneapolis & Omaha. | | | | | | | 4,864 | 3,281,866 | 2.13 |
| Chicago, Great Western. | 147 | 201 | 102 | 220 | 1,940 | 1,885,897 | 8,464 | 2,946,497 | 1.91 |
| Duluth & Iron Range. | 25 | 1,060 | 346 | 660 | 2,100 | 509,745 | 3,462 | 682,162 | 2.06 |
| Duluth, Missabe & Northern. | 17 | 579 | 143 | 481 | 1,217 | 521,826 | 1,217 | 521,826 | 2.07 |
| Duluth, Mississippi River & Northern. | 9 | 31 | 5 | 40 | 85 | 41,792 | 85 | 41,792 | 2.46 |
| Duluth & Northern Minnesota. | | | | | | | | | |
| Duluth, Red Wing & Southern. | 5 | 31 | 4 | 15 | 55 | 28,268 | 55 | 28,268 | 2.12 |
| Duluth Terminal. | 6 | 12 | | | 18 | 7,968 | 18 | 7,968 | 1.47 |
| Eastern Railway of Minnesota. | | 2,066 | 17 | 852 | 2,935 | 684,644 | 3,701 | 980,441 | 2.02 |
| Great Northern. | 403 | 3,214 | 1,579 | 2,485 | 7,484 | 3,025,668 | 19,966 | 6,704,035 | 1.86 |
| Green Bay & Western. | | | | | | | | | |
| Minneapolis & St. Louis. | 90 | 442 | 437 | 540 | 1,509 | 700,601 | 1,760 | 889,197 | 2.08 |
| Minneapolis, St. Paul & Sault Ste. Marie. | 31 | 160 | 463 | 223 | 883 | 538,167 | 2,618 | 1,617,560 | 1.88 |
| Minneapolis, Eastern. | 3 | 4 | | 15 | 22 | 15,738 | 22 | 16,738 | 2.28 |
| Northern Pacific. | 528 | 878 | 978 | 964 | 3,344 | 2,418,739 | 14,850 | 9,558,646 | 2.02 |
| Red Lake Transportation Co. | | | | | | | 19 | 5,221 | |
| St. Paul & Duluth. | | | | | | | 1,121 | 768,768 | 2.07 |
| Willmar & Stony Falls. | 34 | 150 | 27 | 113 | 324 | 111,629 | 616 | 173,121 | 1.67 |
| Winona Bridge Railway. | 1 | | | 6 | 7 | 2,379 | 6 | 7,420 | 1.99 |
| Winona & Western. | 5 | 67 | 15 | 40 | 127 | 67,210 | 144 | 74,830 | 1.77 |
| Wisconsin Central. | | | | 50 | 82 | 45,151 | 8,674 | 1,927,319 | 1.97 |
| Wisconsin, Minnesota & Pacific. | | | | | | 81,711 | | 88,261 | 1.93 |
| Totals. | 1,400 | 9,797 | 4,197 | 7,481 | 25,964 | \$12,510,555 | 114,550 | \$61,021,389 | \$1.94 |

TABLE XVI.

Statement Showing Gross Earnings of Railroads in Minnesota for the Year
Ending Dec. 31, 1898, as Compared with 1897.

| COMPANY. | Gross Earnings, 1898. | Taxes, 1898. | Gross Earnings, 1897. | Taxes, 1897. |
|---|-----------------------------|-----------------|-----------------------------|-----------------|
| Brainerd & Northern Minnesota..... | \$184,458 22 | \$3,690.16 | \$105,550.32 | \$1,178.29 |
| Burlington, Cedar Rapids & Northern..... | 230,322 09 | 7,179.09 | 236,625.24 | 7,008.76 |
| Chicago, Burlington & Northern..... | 198,316 49 | 5,700.49 | 184,943.17 | 5,548.30 |
| Chicago, Milwaukee & St. Paul..... | 7,083,419 20 | 211,002.58 | 6,443,195.85 | 193,205.88 |
| Chicago & North-Western..... | 2,203,086 62 | 66,092.60 | 2,009,156.06 | 60,094.68 |
| Chicago, St. Paul Mpls & Omaha..... | 4,132,072 20 | 123,962.17 | 3,792,806 21 | 113,770.90 |
| Chicago Great Western..... | 816,378 96 | 16,761.10 | 765,197.95 | 15,644.62 |
| Duluth, Missabe & Northern..... | 2,294,074 37 | 45,881.49 | 2,037,987 12 | 40,758.74 |
| Duluth, Red Wing & Southern..... | 73,522 67 | 1,470.65 | 87,901 12 | 1,368.02 |
| Duluth, Superior & Western..... | *179,851 21 | 3,507.02 | 379,697 21 | 7,593.94 |
| Dubuque & Sioux City..... | 8,121 39 | 243.64 | 7,653.79 | 229.61 |
| Duluth Transfer..... | 27,663 64 | 558.25 | 24,962.83 | 499.05 |
| Duluth Belt Line..... | 4,034 85 | 90.70 | 3,156.50 | 63.13 |
| Duluth, South Shore & Atlantic..... | 1,736 63 | 52.10 | 1,441.35 | 28.83 |
| Duluth & Iron Range..... | 2,748,855 03 | 82,465.65 | 2,644,539.27 | 79,336.17 |
| Duluth, Mississippi River & Northern..... | 195,491 02 | 3,082.55 | 107,016.32 | 1,670.16 |
| Eastern Railway of Minnesota..... | 2,138,314 94 | 56,280.34 | 1,604,408.25 | 30,013.50 |
| Great Northern..... | 8,928,498 45 | 267,354.80 | 7,955,314.72 | 238,674.45 |
| Green Bay & Western..... | 2,091 85 | 62.75 | 1,992.45 | 50.77 |
| Minneapolis & St. Louis..... | 1,302,178 53 | 54,095.96 | 1,729,225.89 | 51,876.78 |
| Mpls, St. Paul, & Sault Ste. Marie..... | 1,445,523 93 | 43,305.72 | 1,419,437 13 | 23,388.74 |
| Minneapolis Eastern..... | 71,009 50 | 2,130.29 | 67,688.00 | 2,030.64 |
| Minneapolis Western..... | 66,465 50 | 1,929.31 | 60,381.25 | 1,827.68 |
| Minnesota Transfer..... | 5,646 61 | 169.40 | 1,848.30 | 36.97 |
| Minneapolis Belt Line & Transfer Co..... | 7,786 46 | 155.03 | 23,940 65 | 478.81 |
| Mpls, New Ulm & Southwestern..... | 30,103 61 | 301.04 | 24,206.95 | 242.97 |
| Northern Pacific..... | 5,943,547 09 | 176,460.79 | 5,317,240 64 | 157,476.54 |
| St. Paul & Duluth..... | 1,608,670 00 | 50,060.11 | 1,593,915 18 | 47,817.48 |
| South St. Paul Belt Line..... | 6,649 50 | 112.60 | 3,052.00 | 80.52 |
| Sioux City & Northern..... | 37,476 49 | 749.53 | 37,688.98 | 753.78 |
| Stillwater Union Depot & Trans. Co..... | 12,460 01 | 374.07 | 12,295.60 | 311.26 |
| Railway Transfer Co., Minneapolis..... | 128,447 25 | 3,853.42 | 119,143.75 | 3,574.31 |
| Wisconsin, Minnesota & Pacific..... | 344,082.43 | 10,322.47 | 336,068.94 | 10,081.15 |
| Wisconsin Central..... | 156,674.41 | 4,700.23 | 149,803.82 | 4,494.11 |
| Winona & Western..... | 144,814.94 | 2,896.90 | 117,234.17 | 2,345.28 |
| Winona Bridge Railway..... | 9,407.75 | 188.16 | 9,657.43 | 198.15 |
| Willmar & Sioux Falls..... | 621,791.80 | 13,992.09 | 552,171.95 | 11,043.44 |
| Duluth & Northern Minnesota..... | 492.47 | 4.92 | New road. | |
| Totals..... | \$43,907,553 07 | \$1,261,352.47 | \$40,008,704.76 | \$1,123,420.53 |

* Road sold to Eastern Railway of Minnesota on June 23, 1898.

REPORTS OF
CHIEF GRAIN INSPECTOR
• AND
STATE WEIGHMASTERS
ON
GRAIN INSPECTION AND WEIGHING
FOR YEAR ENDING AUGUST 31, 1899.

GRAIN INSPECTION DEPARTMENT.

State of Minnesota,
Office of Chief Inspector of Grain,
St. Paul, Minn., Dec. 1, 1899.

The Railroad and Warehouse Commission;

Gentlemen: I have the honor to submit herewith the fourteenth annual report of the state grain inspection department, embracing in detail its transactions for the crop year ending Aug. 31, 1899.

The total number of carloads of grain inspected "on arrival" at the four terminal points—St. Paul, Minneapolis, Duluth and St. Cloud—amounted to 279,112, divided as follows: Wheat, 217,924 cars; corn, 21,519; oats, 13,951; rye, 3,908; barley, 6,727; flaxseed, 15,083 cars.

There was inspected "out of store" for the same period as follows: Spring and winter wheat, 31,038 cars and 59,656,795 bushels into vessels; coarse grain (including corn, oats, rye and barley), 13,231 cars and 14,289,978 bushels into vessels; flaxseed, 1,887 cars and 6,768,277 bushels into vessels.

Compared with the number of carloads inspected "on arrival" during the preceding year it shows a very material increase in the volume of business of the inspection department; the number of cars inspected at the four terminal points being 59,371 carloads more than during the year previous.

The following table indicates the relative receipts, at the terminal points of the different kinds of grain during the past fourteen seasons:

NUMBER OF CARLOADS INSPECTED "ON ARRIVAL."

| CROP YEAR. | Num- ber Cars Wheat. | Num- ber Cars Corn. | Num- ber Cars Oats. | Num- ber Cars Rye. | Num- ber Cars Barley. | Num- ber Cars Flax Seed. | Total Number Cars. |
|-------------------|----------------------------|---------------------------|---------------------------|--------------------------|-----------------------------|-----------------------------------|--------------------------|
| Crop of 1888..... | 93,561 | 1,148 | 1,543 | 5 | 652 | 744 | 97,953 |
| Crop of 1889..... | 113,980 | 1,777 | 3,505 | 21 | 374 | 678 | 120,335 |
| Crop of 1887..... | 116,096 | 2,893 | 2,878 | 26 | 1,079 | 880 | 123,852 |
| Crop of 1888..... | 75,734 | 6,185 | 2,795 | 55 | 1,800 | 909 | 87,478 |
| Crop of 1889..... | 108,227 | 13,060 | 7,220 | 87 | 761 | 1,299 | 130,654 |
| Crop of 1890..... | 117,141 | 4,401 | 6,413 | 403 | 1,634 | 2,681 | 132,673 |
| Crop of 1891..... | 200,081 | 5,663 | 6,362 | 649 | 3,129 | 5,662 | 221,546 |
| Crop of 1892..... | 168,137 | 4,873 | 5,796 | 691 | 4,195 | 2,653 | 186,345 |
| Crop of 1893..... | 133,628 | 9,939 | 5,056 | 446 | 4,110 | 2,901 | 156,080 |
| Crop of 1894..... | 135,505 | 1,774 | 6,837 | 779 | 4,017 | 2,844 | 151,756 |
| Crop of 1895..... | 210,917 | 3,006 | 12,762 | 2,676 | 7,463 | 13,981 | 250,805 |
| Crop of 1896..... | 157,974 | 3,473 | 19,959 | 4,672 | 13,793 | 15,113 | 214,984 |
| Crop of 1897..... | 167,104 | 14,123 | 15,781 | 4,746 | 6,573 | 11,414 | 219,741 |
| Crop of 1898..... | 217,924 | 21,519 | 13,951 | 3,908 | 6,727 | 15,083 | 279,112 |

Of the 217,924 carloads of wheat received during the year, 1,008 cars contained Northern White wheat (from Montana and Eastern Washington), 63 cars were Red Winter wheat from Kansas, and 216,853 cars were Northwestern Spring wheat.

FINANCES.

The amount of revenue received from all sources during the year was as follows:

Inspection and weighing service, \$186,767.05; interest on deposit in state treasury, \$702.25; country elevator license, \$1,282, amounting in all to \$188,926.30, an increase in receipts over the previous year of \$35,412. The disbursements for the season were \$213,764.54, resulting in a net loss for the year of \$24,838.24. The surplus left over from the preceding season was \$16,074.34, leaving a net balance on hand Aug. 31, 1899, the close of the crop year covered by this report, of \$21,236.10.

REINSPECTIONS AND APPEALS.

Of the 247,736 carloads of Spring wheat inspected "into" and "out of" store 27,779 cars were held out for reinspection, resulting as follows: In 16,128 cases the original grade and dockage was confirmed; grades were raised in 8,731 cases, lowered in 504, and in 2,416 cases the dockage was changed.

Appeals to the railroad and warehouse commission were made in 78 cases, in 35 of which the decisions of the chief deputies were changed and in 43 cases confirmed. The total changes from original inspection or dockage were 11,686 or one car in 25.

BAD-ORDER CARS.

The number of cars arriving at the terminal points found in what might be termed "bad order" were 3,479 out of a total of 279,112. Of these 1,040 were found not sealed; 532 seals broken; 226 with end door open; 159 with leaky grain doors; 29 leaking at side of car; 21 leaking at end of car; 7 leaking at center pin.

DOCKAGES.

Of the 216,853 cars of Spring wheat inspected "on arrival" at the four terminal points during the year, 20,477 were docked one-half pound per bushel, 46,327 one pound, 38,703 one and one-half pounds, 41,789 two pounds, 21,961 two and one-half pounds, 14,113 three pounds 15,405 over three and at an average of four pounds and 18,078 without dockage. The net average dockage on total receipts at all points was 26.3 ounces per bushel.

THE DEPARTMENT FORCE.

The average number of employes during the season was 182 against 160 during the previous year. Additional help is always required during the first four months of the season, when receipts are large, so that during that period the expenses are materially increased. This is offset, however, by the increased earnings. The largest number employed was 197, in the month of November; the smallest number was 171, in the month of March.

INSPECTION FEES.

On Nov. 30, 1896, there was standing to the credit of the Grain Inspection Department the sum of \$123,268.54, the largest surplus in the history of the department. Inspection and weighing fees were thereupon reduced from twenty-five cents a car to fifteen cents. On Aug. 31, 1899, one month after I came into office, this surplus stood reduced to \$21,236.10, a shrinkage of \$102,032.44 in thirty-two months. In other words, during the last thirty-one months of the administration of my predecessor, the finances of the department, with a fifteen cent inspection fee in force, ran behind about \$100,000.

Attention is called to this fact, in order that the grain growers and the grain trade may appreciate and understand the necessity of restoring the inspection fee to the former rate of twenty-five cents per car.

The cost of administering the department has not increased; indeed, the changes made have been in the direction of economy.

The increased rate was necessitated simply by the plain and bald fact, as shown by the books of my predecessor during the last two and one-half years of his administration, that the continuance of the fifteen cent inspection fee would speedily reduce the department to bankruptcy.

Additional reason for increase in the fee, if other reason were required, lies in the act of the last legislature in creating the Board of Grain Appeals, which calls for a further drain of about \$20,000 a year upon the fund of the department. Had the cost of maintaining this board been entailed upon the department during the two and one-half years the fifteen cent inspection fee was in force, the department resources would have run behind \$150,000 instead of \$100,000, and on coming into office at the beginning of the present crop year, I would have found a deficit of about \$30,000 confronting me, instead of the small surplus which remained.

Therefore the business-like administration of the department, indeed, the maintenance of the entire state grain and warehouse system, not to mention the support of the new Board of Grain Appeals, demanded the restoration of the fees for inspection and weighing.

Moreover, the law requires that the department shall be self-supporting, and that the expenses of the administration shall be borne by the shippers of grain, without throwing any additional burden upon the general taxpayer. This requirement of law and good business sense, in the light of the \$100,000 shrinkage in department resources, which awaited my entrance into office, and the prospect of the additional requirement of \$20,000 a year for the appeal board, allowed no alternative but an increase in fees, as all grain shippers will agree.

For the convenience of your honorable commission and the information of the general public, I herewith append a financial statement of the earnings, expenditures and fees of the department for the past seven crop years, 1893-1899, inclusive.

This statement shows that whenever a fifteen cent inspection fee has been in force the department fund has run behind at the rate of \$25,000 to \$50,000 per year, and that in 1893 it lost \$37,000 even with a twenty cent per car fee for inspection and weighing. The aggregate gain under a twenty-five cent fee during the three crop years, 1895, 1896, 1897, appears to have been about \$77,500, or at the rate of not quite \$26,000 per annum.

With an additional burden of \$20,000 a year to support the appeal board, therefore, the twenty-five cent fee for inspection and weighing is about what is required to maintain the department on a business footing.

COMPARATIVE STATEMENT SHOWING EARNINGS AND EXPENDITURES, ALSO FEES, FOR YEARS ENDING AUG. 31, 1893, 1894, 1895, 1896, 1897, 1898, 1899.

| | | |
|--|---------------------|--------------------|
| Balance on hand August 31, 1892..... | | \$84,753.05 |
| Sept. 6, 1892—Fees, inspection, 15c per car; 30c per 1,000 bushels. | | |
| Fees, weighing, 20c per car; 40c per 1,000 bushels. | | |
| Earnings, year ending Aug. 31, 1893..... | \$131,282.36 | |
| Expenses, year ending Aug. 31, 1893..... | 172,281.20 | |
| Loss for year..... | | 40,998.84 |
| Balance on hand Aug. 31, 1893..... | | \$43,754.21 |
| Sept. 15, 1893—Fees, inspection, 20c per car; 40c per 1,000 bushels. Flaxseed, 65c per car or 1,000 bushels, into and out of public elevators. Private elevators, \$1. | | |
| Fees, weighing, 20c per car; 40c per 1,000 bushels. | | |
| Earnings, year ending Aug. 31, 1894..... | \$119,792.15 | |
| Expenses, year ending Aug. 31, 1894..... | 156,834.57 | |
| Loss for year..... | | 37,042.42 |
| Balance on hand Aug. 31, 1894..... | | \$6,711.79 |
| Aug. 20, 1894—Fees, inspection, 25c per car; 50c per 1,000 bushels. | | |
| Fees, inspection, flaxseed, 75c per car; \$1.00 per 1,000 bushels. | | |
| Fees, weighing, 25c per car; 50c per 1,000 bushels. | | |
| Earnings, year ending Aug. 31, 1895..... | \$142,605.00 | |
| Expenses, year ending Aug. 31, 1895..... | 147,522.22 | |
| Loss for year..... | | 4,917.22 |
| Balance on hand Aug. 31, 1895..... | | \$1,794.57 |
| Aug. 5, 1895—Fees, inspection, 25c per car; 50c per 1,000 bushels. | | |
| Fees, inspection, flax, 75c per car; \$1.00 per 1,000 bushels. | | |
| Fees, weighing, 25c per car; 50c per 1,000 bushels. | | |
| Earnings for year ending Aug. 31, 1896..... | \$241,942.87 | |
| Expenses, year ending Aug. 31, 1896..... | 174,808.24 | |
| Gain for year..... | | 67,134.63 |
| Balance on hand Aug. 31, 1896..... | | \$68,929.20 |
| Fees same as above until Jan. 1, 1897, when they were reduced as follows: | | |
| Inspection, 15c per car; 30c per 1,000 bushels. | | |
| Inspection, flax, 75c per car; \$1.00 per 1,000 bushels. | | |
| Weighing, 15c per car; 30c per 1,000 bushels. | | |
| Earnings, year ending Aug. 31, 1897..... | \$191,532.93 | |
| Expenses, year ending Aug. 31, 1897..... | 176,220.97 | |
| Gain for year..... | | 15,311.96 |
| Balance on hand Aug. 31, 1897..... | | \$84,241.16 |
| Fees same as above. | | |
| Earnings, year ending Aug. 31, 1898..... | \$153,514.30 | |
| Expenses, year ending Aug. 31, 1898..... | 191,681.12 | |
| Loss for year..... | | 38,166.82 |
| Balance on hand Aug. 31, 1898..... | | \$46,074.34 |
| Fees same as above. | | |
| Earnings, year ending Aug. 31, 1899..... | \$188,926.30 | |
| Expenses, year ending Aug. 31, 1899..... | 213,764.54 | |
| Loss for year..... | | 24,838.24 |
| Balance on hand Aug. 31, 1899..... | | \$21,236.10 |

DISPOSITION OF GRAIN SAMPLES.

The total cash value of samples of grain taken by state inspectors at Minneapolis and Duluth for the purpose of determining grade and dockage amounts to the considerable sum of about \$3,000 per annum.

This is enough to pay the rental expenses of the Minneapolis and Duluth inspection departments. I therefore have directed that these samples after serving their official purpose shall be sold and the proceeds deposited to the credit of the grain inspection department fund, instead of being converted to the pockets of the employees as heretofore.

The effect of the old practice could not fail to have been demoralizing, as must necessarily be the case where private and unlawful emoluments, though small, fall to those in positions of public trust. Besides, the petty jealousies and tricks resorted to by those eager to get their share of the plunder, there was the temptation to take unnecessary large and numerous samples. By this practice it was possible for thousands of dollars worth of grain to be taken under the guise of samples without the slightest fear of detection.

It is not right that such temptations should be placed before public employees. Aside from that, the practice was thoroughly irregular, unbusinesslike, extravagant and demoralizing, as well as contrary to law. The samples taken belong to the shippers of grain; but inasmuch as it is impracticable to return the samples to the shippers of the Northwest, distributed among several states, the state should sell the samples and devote the proceeds to defray the expenses of the department which the shippers are required to meet.

This practically reaches the same result as returning the samples to the shippers themselves. They get back the value in the reduced inspection and weighing expenses which they have to pay.

By thus converting the value of the samples to defray the expenses of the department, therefore, four results will be attained: First, greater efficiency and integrity in the official service; second, an increase of the department revenue sufficient to meet the rental expenses at the inspection points; third, the stoppage of the rivalry of samplers by the taking of unnecessarily large and numerous samples; and, fourth, the restitution of the value of the samples to the shippers by reducing the inspection expenses which they have to

meet. Instructions have also been issued to take no more and no larger samples than are absolutely necessary to determine grade and allowance for shrinkage.

Since the adoption of the system of converting the value of the samples to the public fund, the department has been solicited by various parties to donate the proceeds to charity. About a month prior to this writing a petition was sent to the department asking that the proceeds from samples at Duluth be handed over to Mrs. Dr. Ruth for the benefit of the "Children's Home" of that city, and this petition was signed by many of the leading grain men of Duluth. The charity in question is undoubtedly worthy and deserving of support; but it goes without saying that as a public official, the law gives me no authority to divert the money or property in the possession of the department to private uses or charity.

The only property policy to be pursued by a public official is, that any proceeds arising from his conduct of public affairs shall be turned over to the public treasury.

The proposition to devote the proceeds in question to local charity was, however, a vast improvement over the former practice of using such proceeds as private plunder for those in public position.

APPOINTMENTS AND CIVIL SERVICE.

Success in this as in all other departments of public service depends in a great degree upon the intelligent, faithful and efficient work of employes. To this end it is desirable that appointments should be made with due regard to civil service principles, and that changes should be instituted with a view to the improvement of the public service, rather than for political spoils. Permit me, however, to file my protest against the theory of those who contend that the only or chief test of efficiency in positions of public trust is length of time in office.

It is proverbial that a new broom sweeps clean. The only way yet discovered of getting rid of corrupt practices and inefficient methods in public service is to get rid of the officials guilty of corrupt practices and inefficient methods. I know of no way of improving the service of the department if those guilty of doubtful methods and inefficiency are retained. Length of time in office does not necessarily imply either superior intelligence, energy, faithfulness or general efficiency. It is my observation that the official who thinks he has a sinecure is conspicuous for neither energy, faithfulness, nor all-round efficiency. Changes based on the policy of bettering the service are among the most wholesome of civil service reforms.

Nor am I able to agree with a theory recently advanced, that the work of inspecting grain requires such astounding intelligence and experience of an expert character, that only years of service in the grain inspection department can qualify a man for it. That may be a good theory to advance for the maintenance of pets in office, and that in my humble opinion is its principal virtue. After thirty years' experience in the handling and growing of grain, it is my conviction that any person possessed of ordinary horse sense, good eyesight and sense of taste and smell, together with the requisite physical strength, should be able to do well the work required of an inspector, after an apprenticeship of two or three months.

It requires infinitely more skill, experience and judgment to grow 50-cent wheat at a profit, than to name the grade of that wheat after it is dumped into the elevator or car.

Compared with the brains and energy required to successfully run a threshing outfit, the hardest and most exacting work connected with the grain inspection is easy. Integrity, faithfulness in service, zeal for the public interest, and a spirit of harmony with the policy of the department and of the administration, so as to make the department a thoroughly organized official force, are far more important qualifications in an employe than mere length of time in service.

INSPECTION OF THE PRESENT CROP.

The present season's crop. That for the crop year beginning Sept. 1, 1899, promises to be more difficult than usual to grade, by reason of the heavy fall of rains which affected a large part of the crop, and rust and blight which visited certain grain-growing sections. The work of inspection and grading, however, is proceeding in a manner which leaves no ground for fear as to the final outcome.

The growers and handlers of grain are, as a rule, reasonable and fair-minded men, and appreciate an honest and industrious effort to give just grades. The general cordial treatment and approval which the department has received at the hands of both growers and dealers since the beginning of the crop year signifies that, in spite of the difficult character of much of the crop, the work of inspection and grading is proceeding with satisfaction and success.

As to the policy of the department in regard to inspection and grades, it is sufficient to say that it is the aim to establish uniformity and stability in grades; to give to the producer, the dealer, the miller and Eastern purchaser the same uniform grade, and at all stages of the market and seasons of the year; to give the same

grade in the fall when the grain is in the hands of the producer, as in the winter or spring when it is largely in the hands of the dealers, millers and elevators; to give the same grade when wheat is depressed and low, as when wheat is boomed and high; to give the producer a grade as high as the character and condition of his grain will warrant, and give the dealer a grade no lower than the grain demands.

The attention of your honorable board is respectfully called to the tables of statistics hereto attached, showing in detail the transactions of the department for the year covered by this report.

Very respectfully yours,

E. S. REISHUS,
Chief Inspector of Grain.

EXHIBIT "A."

Statement of Earnings and Expenses, from September 1, 1898 to August 31, 1899.

EARNINGS.

| DATE. | MINNEAPOLIS. | | DULUTH. | | ST. PAUL. | | ST. CLOUD. | | Totals. |
|------------------|------------------------|----------------------|------------------------|----------------------|------------------------|----------------------|------------------------|----------------------|--------------|
| | Inspection Department. | Weighing Department. | Inspection Department. | Weighing Department. | Inspection Department. | Weighing Department. | Inspection Department. | Weighing Department. | |
| September, 1898. | \$3,763.30 | \$3,038.43 | \$11,498.39 | \$7,083.98 | \$48.60 | \$67.00 | \$58.00 | \$60.50 | \$25,608.20 |
| October, 1898. | 4,520.75 | 3,250.83 | 14,156.99 | 8,750.33 | 79.80 | 67.15 | 58.00 | 59.50 | 30,852.85 |
| November, 1898. | 4,558.65 | 3,620.83 | 12,686.78 | 8,966.37 | 96.15 | 93.30 | 33.00 | 34.00 | 30,089.08 |
| December, 1898. | 4,290.00 | 3,654.33 | 5,270.02 | 4,248.84 | 88.20 | 72.00 | 60.50 | 69.00 | 17,742.89 |
| January, 1899. | 3,461.45 | 3,120.98 | 1,945.64 | 1,185.62 | 100.25 | 72.00 | 21.50 | 20.50 | 9,927.04 |
| February, 1899. | 2,389.90 | 2,334.28 | 1,690.88 | 1,061.05 | 114.50 | 79.65 | 21.00 | 23.00 | 7,714.29 |
| March, 1899. | 2,655.55 | 2,533.88 | 1,821.70 | 1,166.80 | 85.60 | 112.50 | 56.00 | 56.50 | 8,488.53 |
| April, 1899. | 2,492.50 | 2,627.03 | 467.36 | 361.65 | 53.92 | 121.70 | 30.50 | 31.50 | 6,216.16 |
| May, 1899. | 2,465.20 | 2,657.03 | 5,887.58 | 5,092.90 | 51.30 | 98.45 | 56.00 | 55.00 | 16,333.46 |
| June, 1899. | 2,465.75 | 2,811.33 | 4,121.93 | 3,165.82 | 22.20 | ..... | ..... | ..... | 12,625.53 |
| July, 1899. | 2,700.70 | 2,128.38 | 4,074.22 | 3,417.52 | 35.10 | ..... | ..... | ..... | 12,355.92 |
| August, 1899. | 1,901.80 | 2,704.08 | 2,249.63 | 1,774.57 | 82.65 | ..... | ..... | ..... | 8,712.73 |
| Totals | \$37,655.55 | \$34,490.41 | \$65,871.12 | \$46,275.45 | \$858.27 | \$783.75 | \$414.50 | \$418.00 | \$186,767.05 |

EXHIBIT "A."

EXPE

| DATE. | General Office. | Country Elevator Department. | Minneapolis Appeal Board. | Duluth Appeal Board. | MINNEAPOLIS. | | |
|---------------------|-----------------|------------------------------|---------------------------|----------------------|------------------------|---------------------|---------------------|
| | | | | | Inspection Department. | Weigh'g Department. | Regis'n Department. |
| September, 1898.... | \$785.44 | 253.00 | ..... | ..... | \$4,274.34 | \$5,019.14 | \$147.95 |
| October, 1898..... | 685.35 | 238.75 | ..... | ..... | 4,608.44 | 4,870.84 | 148.30 |
| November, 1898..... | 698.97 | 249.52 | ..... | ..... | 4,568.23 | 4,946.68 | 145.80 |
| December, 1898..... | 702.81 | 346.14 | ..... | ..... | 4,551.08 | 4,895.74 | 145.00 |
| January, 1899..... | 709.33 | 327.50 | ..... | ..... | 4,555.24 | 4,851.51 | 146.85 |
| February, 1899..... | 724.21 | 227.00 | ..... | ..... | 4,224.41 | 4,810.57 | 145.00 |
| March, 1899..... | 771.68 | 225.00 | ..... | ..... | 4,043.30 | 4,655.16 | 145.50 |
| April, 1899..... | 759.42 | 236.65 | ..... | ..... | 4,227.53 | 4,789.55 | 145.00 |
| May, 1899..... | 688.82 | 225.00 | ..... | ..... | 3,830.22 | 4,729.89 | 145.00 |
| June, 1899..... | 694.09 | 265.31 | ..... | ..... | 3,798.97 | 4,734.73 | 145.00 |
| July, 1899..... | 683.95 | 262.25 | ..... | ..... | 3,896.77 | 4,685.88 | 145.00 |
| August, 1899..... | 705.01 | 227.50 | \$846.08 | \$908.49 | 3,963.62 | 4,849.00 | 157.90 |
| Totals | \$8,609.08 | \$3,083.62 | \$846.08 | \$908.49 | \$50,562.15 | \$57,835.79 | \$1,762.30 |

—Continued.

NSES.

| DULUTH. | | | ST. PAUL. | | | ST. CLOUD. | | Totals. |
|--------------------------------|-----------------------------|-----------------------------|--------------------------------|-----------------------------|-----------------------------|-------------------------------|-----------------------------|--------------|
| Inspection Depart- ment. | Weigh'g Depart- ment. | Regis'n Depart- ment. | Inspection Depart- ment. | Weigh'g Depart- ment. | Regis'n Depart- ment. | Insp'tion Depart- ment. | Weigh'n Depart- ment. | |
| \$4,430.09 | \$3,438.07 | \$200.00 | \$313.01 | \$256.00 | \$50.00 | \$52.00 | \$51.75 | \$19,290.79 |
| 4,952.59 | 3,883.66 | 200.00 | 306.60 | 246.63 | 50.00 | 50.00 | 50.00 | 20,291.16 |
| 4,652.62 | 3,821.70 | 200.00 | 316.85 | 269.70 | 50.00 | 54.00 | 53.14 | 20,027.21 |
| 4,073.02 | 4,029.90 | 200.00 | 337.05 | 253.50 | 50.00 | 51.00 | 50.49 | 19,686.33 |
| 2,764.94 | 2,730.37 | 220.25 | 308.18 | 190.91 | 50.00 | 53.25 | 53.25 | 16,961.58 |
| 2,769.65 | 2,713.61 | 200.00 | 311.05 | 18,680 | 50.00 | 52.23 | 52.23 | 16,466.76 |
| 2,818.47 | 2,716.61 | 200.00 | 30,910 | 249.00 | 50.00 | 51.75 | 51.75 | 16,287.32 |
| 2,542.46 | 2,698.65 | 223.60 | 311.70 | 254.00 | 50.00 | 51.75 | 51.75 | 16,342.06 |
| 2,756.72 | 3,089.92 | 203.25 | 312.87 | 263.00 | 50.00 | 52.00 | 51.95 | 16,405.74 |
| 2,928.27 | 3,164.87 | 200.00 | 307.60 | 162.25 | 50.00 | 51.75 | 51.75 | 16,554.59 |
| 2,906.82 | 3,285.35 | 200.00 | 305.85 | 100.00 | 50.00 | 51.75 | 51.75 | 16,625.37 |
| 3,213.97 | 3,315.79 | 176.92 | 308.85 | ..... | 50.00 | 51.25 | 51.25 | 18,825.63 |
| \$40,809.62 | \$38,898.50 | \$2,424.02 | \$3,749.31 | \$2,431.79 | \$600.00 | \$622.73 | \$621.06 | \$213,764.54 |

EXHIBIT "B."
RECEIPTS AND DISBURSEMENTS.

| | | | |
|---|-------------|-----------------------|---------------------|
| 1898. | | Receipts. | |
| September—Inspection Department..... | \$15,358.29 | | |
| Weighing Department..... | 10,249.91 | | |
| | | | \$25,608.20 |
| October—Inspection Department..... | 18,815.54 | | |
| Weighing Department..... | 12,136.81 | | |
| | | | 30,952.35 |
| November—Inspection Department..... | 17,374.58 | | |
| Weighing Department..... | 12,714.50 | | |
| | | | 30,089.08 |
| December—Inspection Department..... | 9,708.72 | | |
| Weighing Department..... | 8,034.17 | | |
| | | | 17,742.89 |
| 1899. | | | |
| January—Inspection Department..... | 5,528.84 | | |
| Weighing Department..... | 4,399.10 | | |
| | | | 9,927.94 |
| February—Inspection Department..... | 4,216.28 | | |
| Weighing Department..... | 3,497.98 | | |
| | | | 7,714.26 |
| March—Inspection Department..... | 4,618.85 | | |
| Weighing Department..... | 3,869.68 | | |
| | | | 8,488.53 |
| April—Inspection Department..... | 3,044.28 | | |
| Weighing Department..... | 3,171.88 | | |
| | | | 6,216.16 |
| May—Inspection Department..... | 8,460.08 | | |
| Weighing Department..... | 7,873.38 | | |
| | | | 16,333.46 |
| June—Inspection Department..... | 6,629.88 | | |
| Weighing Department..... | 5,995.65 | | |
| | | | 12,625.53 |
| July—Inspection Department..... | 6,810.02 | | |
| Weighing Department..... | 5,545.00 | | |
| | | | 12,355.92 |
| August—Inspection Department..... | 4,234.08 | | |
| Weighing Department..... | 4,478.65 | | |
| | | | 8,712.73 |
| | | | \$186,767.05 |
| General Office Appeal Cases..... | | | 175.00 |
| Received from Interest on Deposits..... | | | 702.25 |
| Received from Licenses..... | | | 1,282.00 |
| | | | \$188,926.30 |
| 1898. | | Disbursements. | |
| September—Inspection Department..... | \$9,089.44 | | |
| Weighing Department..... | 8,764.96 | | |
| Registration Department..... | 397.95 | | |
| Country Elevator Department..... | 253.00 | | |
| General Office..... | 785.44 | | |
| | | | \$19,290.79 |
| October—Inspection Department..... | 9,917.63 | | |
| Weighing Department..... | 9,051.13 | | |
| Registration Department..... | 398.30 | | |
| Country Elevator Department..... | 234.75 | | |
| General Office..... | 685.35 | | |
| | | | 20,291.16 |
| November—Inspection Department..... | 9,591.70 | | |
| Weighing Department..... | 9,091.22 | | |
| Registration Department..... | 395.80 | | |
| Country Elevator Department..... | 249.52 | | |
| General Office..... | 698.97 | | |
| | | | 20,027.21 |

| | | |
|---------------------------------------|----------|--------------|
| December—Inspection Department..... | 9,012.75 | |
| Weighing Department..... | 9,229.63 | |
| Registration Department..... | 395.00 | |
| Country Elevator Department..... | 346.14 | |
| General Office..... | 702.81 | |
| | <hr/> | 19,686.33 |
| 1899. | | |
| January—Inspection Department..... | 7,681.61 | |
| Weighing Department..... | 7,826.04 | |
| Registration Department..... | 417.10 | |
| Country Elevator Department..... | 327.50 | |
| General Office..... | 709.33 | |
| | <hr/> | 16,961.58 |
| February—Inspection Department..... | 7,357.34 | |
| Weighing Department..... | 7,763.21 | |
| Registration Department..... | 395.00 | |
| Country Elevator Department..... | 227.00 | |
| General Office..... | 724.21 | |
| | <hr/> | 16,466.76 |
| March—Inspection Department..... | 7,222.62 | |
| Weighing Department..... | 7,672.52 | |
| Registration Department..... | 395.50 | |
| Country Elevator Department..... | 225.00 | |
| General Office..... | 771.68 | |
| | <hr/> | 16,287.32 |
| April—Inspection Department..... | 7,133.44 | |
| Weighing Department..... | 7,793.95 | |
| Registration Department..... | 418.60 | |
| Country Elevator Department..... | 236.65 | |
| General Office..... | 759.42 | |
| | <hr/> | 16,342.06 |
| May—Inspection Department..... | 6,951.81 | |
| Weighing Department..... | 8,141.86 | |
| Registration Department..... | 398.25 | |
| Country Elevator Department..... | 225.00 | |
| General Office..... | 688.82 | |
| | <hr/> | 16,405.74 |
| June—Inspection Department..... | 7,086.59 | |
| Weighing Department..... | 8,113.60 | |
| Registration Department..... | 395.00 | |
| Country Elevator Department..... | 265.31 | |
| General Office..... | 694.09 | |
| | <hr/> | 16,554.59 |
| July—Inspection Department..... | 7,161.19 | |
| Weighing Department..... | 8,122.98 | |
| Registration Department..... | 395.00 | |
| Country Elevator Department..... | 262.25 | |
| General Office..... | 683.95 | |
| | <hr/> | 16,625.37 |
| August—Inspection Department..... | 7,537.69 | |
| Weighing Department..... | 8,216.04 | |
| Registration Department..... | 384.82 | |
| Country Elevator Department..... | 227.50 | |
| Minneapolis Appeal Department..... | 846.08 | |
| Duluth Appeal Department..... | 908.49 | |
| General Office..... | 705.01 | |
| | <hr/> | 18,825.63 |
| Total Disbursements..... | | \$213,764.54 |
| Loss for Year..... | | 24,838.24 |
| August 31, 1898, Balance on Hand..... | | 46,074.34 |
| | | <hr/> |
| August 31, 1899, Balance on Hand..... | | 21,236.10 |

EXHIBIT "C."

Statement of "In Inspection" of Spring Wheat at Minneapolis, Duluth, St. Paul and St. Cloud, in Car Lots by Roads for Crop of 1898, September 1, 1898, to August 31, 1899.

| Roads. | MINNEAPOLIS. | | | | | | | | | | | |
|------------------------------------|--------------|--------|--------|--------|--------|-------|--------|--------|--------|--------|--------|-------|
| | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | March. | April. | May. | June. | July. | Aug. |
| Great Northern..... | 2,744 | 3,012 | 3,100 | 5,677 | 2,000 | 2,400 | 2,595 | 2,613 | 1,775 | 2,578 | 2,016 | 1,034 |
| Chicago, Milwaukee & St. Paul..... | 3,610 | 5,171 | 4,766 | 3,367 | 2,635 | 1,878 | 2,598 | 2,138 | 2,898 | 2,852 | 1,765 | 1,100 |
| Minneapolis & St. Louis..... | 779 | 1,163 | 1,472 | 1,414 | 904 | 889 | 970 | 818 | 1,285 | 1,285 | 805 | 599 |
| "Soo" Line..... | 1,003 | 1,412 | 1,470 | 738 | 993 | 224 | 534 | 400 | 291 | 749 | 402 | 114 |
| Northern Pacific..... | 538 | 943 | 920 | 449 | 245 | 140 | 683 | 587 | 314 | 370 | 152 | 136 |
| Omaha..... | 3,206 | 4,070 | 4,884 | 4,433 | 2,612 | 1,463 | 1,671 | 1,187 | 1,504 | 2,664 | 1,477 | 1,250 |
| Chicago Great Western..... | 15 | 17 | 16 | 9 | 10 | 20 | 60 | 67 | 92 | 237 | 101 | 22 |
| Minnesota Transfer..... | ..... | ..... | 29 | 9 | 1 | 6 | 1 | 5 | 18 | 2 | 132 | 37 |
| St. Paul & Duluth..... | 28 | 4 | ..... | 1 | 24 | 9 | 6 | 18 | 18 | 19 | 2 | 6 |
| Totals..... | 11,979 | 15,094 | 16,076 | 16,103 | 9,083 | 6,840 | 9,048 | 7,492 | 7,625 | 10,656 | 6,942 | 4,265 |
| DULUTH. | | | | | | | | | | | | |
| Northern Pacific..... | 6,181 | 4,768 | 5,209 | 1,618 | 341 | 338 | 849 | 176 | 706 | 1,012 | 935 | 909 |
| Eastern Minnesota..... | 9,964 | 11,036 | 10,576 | 6,262 | 3,211 | 2,703 | 3,067 | 370 | 1,571 | 3,981 | 3,152 | 1,324 |
| Omaha..... | 471 | 775 | 1,501 | 256 | 22 | 8 | 1 | ..... | 6 | 103 | 27 | 242 |
| St. Paul & Duluth..... | 1,586 | 1,902 | 2,911 | 591 | 74 | 45 | 139 | 42 | 209 | 837 | 1,070 | 817 |
| Totals..... | 18,232 | 18,481 | 20,197 | 8,727 | 3,648 | 3,084 | 4,046 | 538 | 2,491 | 6,533 | 5,184 | 2,892 |
| ST. PAUL. | | | | | | | | | | | | |
| All roads..... | 7 | 15 | 8 | 9 | 17 | 13 | 9 | 12 | 2 | ..... | 4 | 6 |
| ST. CLOUD. | | | | | | | | | | | | |
| All roads..... | 116 | 116 | 66 | 121 | 43 | 42 | 112 | 61 | 112 | 40 | ..... | ..... |
| Grand total..... | 30,834 | 33,708 | 36,847 | 24,980 | 13,401 | 9,906 | 13,215 | 8,153 | 10,230 | 17,226 | 12,180 | 7,153 |
| Totals..... | 829 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Grand total..... | 210,853 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

EXHIBIT "D."

Statement of "In Inspection" of Spring Wheat in Carloads by Grades, at Minneapolis, Duluth, St. Paul and St. Cloud, from Sept. 1, 1898, to Aug. 31, 1899.

MINNEAPOLIS.

| MONTHS. | No. 1 Hard. | No. 1 Northern | No. 2 Northern | No. 3. | Rejected. | No Grade | Totals. |
|----------------------|----------------|-------------------|-------------------|--------|-----------|----------|---------|
| September, 1898..... | 13 | 4,227 | 4,734 | 940 | 849 | 1,216 | 11,979 |
| October, 1898..... | 25 | 7,313 | 5,917 | 586 | 936 | 317 | 15,094 |
| November, 1898..... | 16 | 7,554 | 6,039 | 472 | 565 | 1,430 | 16,076 |
| December, 1898..... | 13 | 8,869 | 4,320 | 808 | 819 | 1,274 | 16,103 |
| January, 1899..... | 2 | 5,397 | 2,771 | 389 | 466 | 668 | 9,693 |
| February, 1899..... | 10 | 4,059 | 1,504 | 279 | 319 | 675 | 6,846 |
| March, 1899..... | 55 | 5,990 | 1,716 | 455 | 321 | 511 | 9,048 |
| April, 1899..... | 21 | 5,182 | 1,445 | 356 | 231 | 257 | 7,492 |
| May, 1899..... | 13 | 5,751 | 1,469 | 197 | 97 | 98 | 7,625 |
| June, 1899..... | 58 | 7,450 | 2,147 | 351 | 302 | 348 | 10,656 |
| July, 1899..... | 31 | 4,568 | 1,473 | 257 | 226 | 387 | 6,942 |
| August, 1899..... | 13 | 2,171 | 1,274 | 317 | 199 | 294 | 4,265 |
| Totals | 270 | 68,531 | 34,806 | 5,407 | 5,330 | 7,475 | 121,819 |

DULUTH.

| | | | | | | | |
|----------------------|-------|--------|--------|-------|-------|-------|--------|
| September, 1898..... | 717 | 9,092 | 6,789 | 846 | 685 | 103 | 18,232 |
| October, 1898..... | 760 | 11,542 | 5,062 | 773 | 270 | 74 | 18,481 |
| November, 1898..... | 721 | 13,459 | 4,741 | 582 | 222 | 472 | 20,197 |
| December, 1898..... | 512 | 5,348 | 1,976 | 293 | 73 | 525 | 8,727 |
| January, 1899..... | 159 | 1,443 | 1,194 | 313 | 120 | 419 | 3,648 |
| February, 1899..... | 242 | 1,251 | 1,040 | 290 | 99 | 172 | 3,094 |
| March, 1899..... | 167 | 2,222 | 1,166 | 288 | 81 | 122 | 4,046 |
| April, 1899..... | 27 | 344 | 165 | 36 | 6 | 10 | 588 |
| May, 1899..... | 187 | 1,833 | 366 | 59 | 35 | 11 | 2,491 |
| June, 1899..... | 524 | 4,348 | 1,242 | 247 | 107 | 65 | 6,533 |
| July, 1899..... | 380 | 3,553 | 876 | 172 | 105 | 98 | 5,184 |
| August, 1899..... | 143 | 2,021 | 562 | 76 | 51 | 29 | 2,882 |
| Totals | 4,539 | 56,456 | 25,179 | 3,975 | 1,854 | 3,000 | 94,108 |

ST. PAUL.

| | | | | | | | |
|----------------------|-------|-------|-------|-------|-------|-------|-------|
| September, 1898..... | 2 | 5 | ..... | ..... | ..... | ..... | 7 |
| October, 1898..... | 1 | 12 | ..... | 2 | ..... | ..... | 15 |
| November, 1898..... | 4 | 2 | ..... | 1 | 1 | ..... | 8 |
| December, 1898..... | 2 | 6 | ..... | ..... | ..... | 1 | 9 |
| January, 1899..... | 1 | 16 | ..... | ..... | ..... | ..... | 17 |
| February, 1899..... | 5 | 7 | ..... | ..... | ..... | 1 | 13 |
| March, 1899..... | 4 | 5 | ..... | ..... | ..... | ..... | 9 |
| April, 1899..... | 3 | 9 | ..... | ..... | ..... | ..... | 12 |
| May, 1899..... | 2 | ..... | ..... | ..... | ..... | ..... | 2 |
| June, 1899..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... |
| July, 1899..... | ..... | 4 | ..... | ..... | ..... | ..... | 4 |
| August, 1899..... | 1 | 4 | ..... | 1 | ..... | ..... | 6 |
| Totals | 25 | 70 | 4 | 1 | 2 | ..... | 102 |

ST. CLOUD.

| | | | | | | | |
|----------------------|-------|---------|--------|-------|-------|--------|---------|
| September, 1898..... | 83 | 32 | ..... | 1 | ..... | ..... | 116 |
| October, 1898..... | 79 | 37 | ..... | ..... | ..... | ..... | 116 |
| November, 1898..... | 51 | 15 | ..... | ..... | ..... | ..... | 66 |
| December, 1898..... | 86 | 35 | ..... | ..... | ..... | ..... | 121 |
| January, 1899..... | 23 | 20 | ..... | ..... | ..... | ..... | 43 |
| February, 1899..... | 26 | 15 | ..... | 1 | ..... | ..... | 42 |
| March, 1899..... | 79 | 17 | 10 | 6 | ..... | ..... | 112 |
| April, 1899..... | 32 | 28 | 1 | ..... | ..... | ..... | 61 |
| May, 1899..... | 70 | 37 | 3 | 2 | ..... | ..... | 112 |
| June, 1899..... | 33 | 7 | ..... | ..... | ..... | ..... | 40 |
| July, 1899..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| August, 1899..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals | 562 | 243 | 14 | 10 | ..... | ..... | 829 |
| Grand total..... | 4,809 | 125,574 | 60,298 | 9,400 | 7,195 | 10,477 | 216,853 |

EXHIBIT "E."

Statement of "Out Inspection" of Spring Wheat at St. Paul, Minneapolis and Duluth, Crop of 1898, September 1, 1898, to August 31, 1899.

| Months. | St. Paul. | Minneapolis. | Duluth. | All Points | Duluth. |
|------------------|--------------|--------------|--------------|-------------|-----------------------------|
| | Number Cars. | Number Cars. | Number Cars. | Total Cars. | Total Bushels into Vessels. |
| September, 1898. | | 2,306 | 284 | 2,590 | 10,351,555 |
| October, 1898. | | 2,260 | 346 | 2,606 | 12,422,664 |
| November, 1898. | | 3,548 | 245 | 3,793 | 13,831,978 |
| December, 1898. | | 1,456 | 593 | 2,049 | 5,429,777 |
| January, 1899. | | 1,702 | 734 | 2,436 | |
| February, 1899. | | 1,083 | 187 | 1,270 | |
| March, 1899. | | 1,336 | 191 | 1,556 | |
| April, 1899. | 29 | 1,741 | 52 | 1,898 | |
| May, 1899. | 105 | 2,239 | 162 | 2,401 | 5,593,666 |
| June, 1899. | | 1,497 | 346 | 1,843 | 3,940,452 |
| July, 1899. | 1 | 2,486 | 110 | 2,597 | 5,311,179 |
| August, 1899. | | 5,557 | 287 | 5,844 | 2,453,077 |
| Totals | 135 | 27,211 | 3,537 | 30,883 | 59,334,348 |

EXHIBIT "F."

"In Inspection" of Northern White Wheat and Winter Wheat in Carloads by Roads and Grades in Minneapolis and Duluth, Crop of 1898, September 1, 1898, to August 31, 1899.

MINNEAPOLIS.

| ROAD. | Northern White Wheat. | | | | | Red Winter. | | | | White Winter. | | | Winter. | | | | | Total. |
|-------------------------|--------------------------|--------|--------|-----------|-----------|----------------|--------|--------|-----------|------------------|--------|--------|---------|--------|--------|-----------|-----------|--------|
| | No. 1. | No. 2. | No. 3. | Rejected. | No Grade. | No. 1. | No. 2. | No. 3. | Rejected. | No. 1. | No. 2. | No. 3. | No. 1. | No. 2. | No. 3. | Rejected. | No Grade. | |
| Great Northern Ry.... | 33 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 33 |
| Chic., Mil. & St. Paul. | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 4 |
| Minneapolis & St. Louis | ... | ... | ... | ... | ... | ... | 1 | 1 | ... | ... | ... | ... | 1 | 1 | 3 | ... | ... | 7 |
| "Soo" | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Northern Pacific..... | 48 | 3 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 | 1 | 73 |
| Omaha | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | 7 |
| Chicago Great Western | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | 1 |
| Minnesota Transfer..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| St. Paul & Duluth..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Totals | 81 | 3 | 2 | ... | ... | ... | 7 | 1 | ... | ... | ... | ... | 1 | 5 | 3 | 21 | 1 | 125 |

DULUTH.

| | | | | | | | | | | | | | | | | | | |
|--------------------|-----|----|---|--|---|--|---|---|--|----|--|---|---|---|---|----|--|-------|
| Northern Pacific. | 33 | 27 | 1 | | 1 | | | | | | | | | | | | | 62 |
| Eastern Minnesota. | 805 | 53 | 2 | | | | | | | 13 | | | | | | | | 873 |
| Omaha | | | | | | | | | | | | 5 | | | | | | 5 |
| St. Paul & Duluth. | | | | | | | | | | | | | 3 | 3 | | | | 6 |
| Totals | 838 | 80 | 3 | | 1 | | | | | 13 | | 5 | | 3 | 3 | | | 946 |
| Grand total. | 919 | 83 | 5 | | 1 | | 7 | 1 | | 13 | | 5 | 1 | 8 | 6 | 21 | | 1,071 |

None inspected at St. Paul or St. Cloud.

EXHIBIT "G."

"In Inspection" of Corn in Carloads, by Roads and Grades, in Minneapolis, Duluth and St. Paul, Crop of 1898, September 1, 1898, to August, 31, 1899.

MINNEAPOLIS.

| ROADS. | Yellow Corn. | | | White Corn. | | | Corn. | | | | | |
|------------------------------------|--------------|--------|--------|-------------|--------|--------|--------|--------|--------|--------|------------|--------|
| | No. 1. | No. 2. | No. 3. | No. 1. | No. 2. | No. 3. | No. 1. | No. 2. | No. 3. | No. 4. | No. Grade. | Total. |
| Great Northern Railway..... | 5 | 196 | | 1 | 36 | | 1 | 711 | 280 | 185 | | 1,415 |
| Chicago, Milwaukee & St. Paul..... | 19 | 1,090 | | 8 | 64 | | 36 | 1,585 | 481 | 241 | | 3,524 |
| Minneapolis & St. Louis..... | 2 | 290 | | | 31 | | 2 | 370 | 564 | 428 | | 1,687 |
| "Soo" | | | | | | | | | | | | |
| Northern Pacific..... | | | | | | | | | | | | |
| Omaha | 14 | 834 | | | 38 | | 7 | 1,324 | 925 | 287 | | 3,429 |
| Chicago Great Western..... | | 26 | | | 2 | | | 28 | 16 | 8 | | 80 |
| Minnesota Transfer..... | | | | | | | | | | | | |
| St. Paul & Duluth..... | | | | | | | | | | | | |
| Totals | 40 | 2,436 | | 9 | 171 | | 46 | 4,018 | 2,266 | 1,149 | 10 | 135 |

DULUTH.

| | | | | | | | | | | | | |
|------------------------|----|-------|--|---|----|--|----|-------|-----|-----|---|-------|
| Northern Pacific..... | | | | | | | | | | | | |
| Eastern Minnesota..... | 11 | 1,203 | | 1 | 42 | | 17 | 2,723 | 241 | 142 | | 4,380 |
| Omaha | 6 | 1,889 | | | 25 | | | 1,440 | 425 | 37 | | 3,322 |
| St. Paul & Duluth..... | 2 | 473 | | 1 | 16 | | 2 | 638 | 76 | 72 | | 1,280 |
| Totals | 19 | 3,065 | | 2 | 83 | | 19 | 4,801 | 742 | 251 | 8 | 982 |

ST. PAUL.

| | | | | | | | | | |
|------------------|-----|-------|-----|-----|----|-------|-------|-------|--------|
| All roads..... | 977 | 11 | 821 | 520 | 73 | 2,402 | | | |
| Grand total..... | 59 | 6,478 | 11 | 265 | 65 | 9,640 | 3,528 | 1,473 | 21,519 |

Note—None inspected at St. Cloud.

EXHIBIT "H."

"In Inspection" of Oats in Carloads by Roads and Grades, in Minneapolis, Duluth and St. Paul, Crop of 1898, September 1, 1898, to August, 31, 1899.

MINNEAPOLIS.

| ROADS. | WHITE OATS. | | | OATS. | | | No Grade. | Total. |
|-------------------------------|-------------|--------|--------|--------|--------|--------|-----------|--------|
| | No. 1. | No. 2. | No. 3. | No. 1. | No. 2. | No. 3. | | |
| Great Northern Railway..... | | 1 | 367 | ..... | ..... | 259 | 17 | 644 |
| Chicago, Milwaukee & St. Paul | | 81 | 1,734 | ..... | ..... | 2,285 | 237 | 4,337 |
| Minneapolis & St. Louis..... | | 1 | 629 | ..... | ..... | 1,459 | 163 | 2,252 |
| "Soo" | | | 5 | ..... | ..... | 3 | ..... | 8 |
| Northern Pacific..... | | | 1 | ..... | ..... | 2 | ..... | 3 |
| Omaha | | 13 | 761 | ..... | 1 | 1,435 | 175 | 2,385 |
| Chicago Great Western..... | | 2 | 289 | ..... | ..... | 1,111 | 61 | 1,463 |
| Minnesota Transfer..... | | | | | | | | |
| St. Paul & Duluth..... | | | 1 | ..... | ..... | 2 | ..... | 3 |
| Totals | | 98 | 3,787 | ..... | 1 | 6,556 | 653 | 11,095 |

DULUTH.

| | | | | | | | | |
|------------------------|-------|----|-----|-------|-------|-------|-------|-------|
| Northern Pacific..... | ..... | 1 | 2 | ..... | ..... | 13 | ..... | 16 |
| Eastern Minnesota..... | ..... | 13 | 462 | ..... | ..... | 1,195 | 4 | 1,674 |
| Omaha ..... | ..... | 36 | 196 | ..... | ..... | 73 | 1 | 306 |
| St. Paul & Duluth..... | ..... | 1 | 218 | ..... | ..... | 281 | 7 | 507 |
| Totals ..... | ..... | 51 | 878 | ..... | ..... | 1,562 | 12 | 2,503 |

ST. PAUL.

| | | | | | | | | |
|------------------|-------|-----|-------|-------|-------|-------|-----|--------|
| All roads..... | ..... | 4 | 145 | ..... | ..... | 202 | 2 | 353 |
| Grand total..... | ..... | 153 | 4,810 | ..... | 1 | 8,320 | 667 | 13,951 |

Note—None inspected at St. Cloud.

EXHIBIT "I."

"In Inspection" of Rye in Carloads by Roads and Grades in Minneapolis,
Duluth and St. Paul, Crop of 1898, September 1, 1898, to August 31, 1899.

MINNEAPOLIS.

| ROADS. | No. 1 | No. 3 | No Grade. | Total. |
|------------------------------------|-------|-------|-----------|--------|
| Great Northern Railway..... | 214 | 59 | 11 | 284 |
| Chicago, Milwaukee & St. Paul..... | 500 | 75 | 14 | 589 |
| Minneapolis & St. Louis..... | 195 | 15 | 6 | 216 |
| "Soo"..... | 56 | 2 | ..... | 58 |
| Northern Pacific..... | 1 | 1 | ..... | 2 |
| Omaha..... | 248 | 76 | 23 | 347 |
| Chicago Great Western..... | 64 | 7 | 2 | 73 |
| Minnesota Transfer..... | ..... | ..... | ..... | ..... |
| St. Paul & Duluth..... | 6 | 1 | 1 | 8 |
| Totals | 1,284 | 236 | 57 | 1,577 |

DULUTH.

| | | | | |
|------------------------|-------|-----|----|-------|
| Northern Pacific..... | 187 | 6 | 1 | 194 |
| Eastern Minnesota..... | 802 | 53 | 19 | 874 |
| Omaha..... | 362 | 20 | 1 | 383 |
| St. Paul & Duluth..... | 844 | 30 | 2 | 876 |
| Totals | 2,195 | 109 | 23 | 2,327 |

ST. PAUL.

| | | | | |
|------------------|-------|-------|-------|-------|
| All roads..... | 4 | ..... | ..... | 4 |
| Grand total..... | 3,483 | 345 | 80 | 3,908 |

Note—None inspected at St. Cloud.

EXHIBIT "J."

"In Inspection" of Barley in Carloads by Roads and Grades in Minneapolis,
Duluth and St. Paul, Crop of 1898, September 1, 1898, to August 31, 1899.

MINNEAPOLIS.

| ROADS. | No. 2. | No. 3. | No. 4. | No. 5. | No Grade. | Total. |
|------------------------------------|--------|--------|--------|--------|-----------|--------|
| Great Northern Railway..... | 6 | 234 | 409 | 57 | 36 | 742 |
| Chicago, Milwaukee & St. Paul..... | 8 | 266 | 230 | 70 | 12 | 586 |
| Minneapolis & St. Louis..... | 4 | 106 | 157 | 30 | 7 | 304 |
| "Soo" | 4 | 9 | 3 | 1 | 1 | 7 |
| Northern Pacific..... | 1 | 149 | 382 | 67 | 32 | 631 |
| Omaha | 1 | 107 | 104 | 29 | 2 | 242 |
| Chicago Great Western..... | | | 3 | | | 3 |
| Minnesota Transfer..... | | | | | | |
| St. Paul & Duluth..... | | | | | | |
| Totals | 23 | 871 | 1,292 | 254 | 91 | 2,531 |

DULUTH.

| | | | | | | |
|------------------------|------|------|-------|-----|----|-------|
| Northern Pacific..... | †256 | *205 | 185 | 10 | 6 | 662 |
| Eastern Minnesota..... | 7 | 589 | 1,454 | 344 | 72 | 2,466 |
| Omaha | | 81 | 231 | 75 | 8 | 395 |
| St. Paul & Duluth..... | 2 | 78 | 169 | 54 | 3 | 306 |
| Totals | 265 | 953 | 2,039 | 483 | 89 | 3,829 |

ST. PAUL.

| | | | | | | |
|------------------|-------|-------|-------|-----|-------|-------|
| All roads..... | ..... | 235 | 108 | 24 | ..... | 367 |
| Grand total..... | 288 | 2,059 | 3,439 | 761 | 180 | 6,727 |

None inspected at St. Cloud.

†Includes 236 cars No. 2 Chevalier Barley.

*Includes 153 cars No. 3 Chevalier Barley.

EXHIBIT "K."

"In Inspection" of Flaxseed in Carloads by Roads and Grades in Minneapolis, Duluth and St. Paul, Crop of 1898, September 1, 1898, to August 31, 1899.

MINNEAPOLIS.

| ROADS. | No. 1 N. W. | Rejected. | No Grade. | Total. |
|------------------------------------|----------------|-----------|-----------|--------|
| Great Northern Railway..... | 478 | 125 | 172 | 775 |
| Chicago, Milwaukee & St. Paul..... | 1,686 | 97 | 66 | 1,849 |
| Minneapolis & St. Louis..... | 446 | 22 | 18 | 486 |
| "Soo"..... | 928 | 137 | 60 | 1,125 |
| Northern Pacific..... | 57 | 30 | 18 | 105 |
| Omaha..... | 408 | 16 | 1 | 425 |
| Chicago Great Western..... | 234 | 1 | ..... | 235 |
| Minnesota Transfer..... | 353 | 19 | 8 | 380 |
| St. Paul & Duluth..... | ..... | 1 | ..... | 1 |
| Totals | 4,590 | 448 | 343 | 5,381 |

DULUTH.

| | | | | |
|------------------------|-------|-------|-----|-------|
| Northern Pacific..... | 2,202 | 481 | 91 | 2,774 |
| Eastern Minnesota..... | 3,554 | 701 | 311 | 4,566 |
| Omaha..... | 303 | 2 | 2 | 307 |
| St. Paul & Duluth..... | 1,547 | 109 | 12 | 1,668 |
| Totals | 7,606 | 1,293 | 416 | 9,315 |

ST. PAUL.

| | | | | |
|------------------|--------|-------|-----|--------|
| All roads..... | 342 | 42 | 3 | 387 |
| Grand total..... | 12,538 | 1,783 | 762 | 15,083 |

Note—None inspected at St. Cloud.

EXHIBIT L.

Statement of "Out Inspection" into Cars and Vessels of Coarse Grain, Including Winter Wheat, at St. Paul, Minneapolis and Duluth, Crop of 1898, September 1, 1898, to August 31, 1899.

| MONTHS. | ST. PAUL. | | | | | | MINNEAPOLIS. | | | | | | DULUTH. | | | | | | | |
|-----------|--------------|-----------------------|-------|-------|------|---------|--------------|-----------------------|-----------|-------|-----------|---------|--------------|-----------------------|-----------|--------|---------|---------|------------|-----------------------|
| | Winter Wheat | | Corn. | Oats. | Rye. | Barley. | Winter Wheat | | Corn. | Oats. | Rye. | Barley. | Winter Wheat | | Corn. | Oats. | Rye. | Barley. | Flax Seed. | |
| | Cars | Bushels Into Vessels. | | | | | Cars | Bushels Into Vessels. | | | | | Cars | Bushels Into Vessels. | | | | | Cars | Bushels Into Vessels. |
| 1898. | | | | | | | | | | | | | | | | | | | | |
| September | 1 | 22 | 498 | 42 | 57 | 145 | 91 | 22 | 498 | 42 | 57 | 145 | ... | 872,851 | 8 | 88,508 | 397,065 | 146,457 | ... | 957,509 |
| October | 1 | 40 | 447 | 94 | 294 | 264 | ... | 40 | 447 | 94 | 294 | 264 | ... | 41,604 | 5 | ... | 931,002 | 404,947 | ... | 2,355,170 |
| November | ... | 64 | 272 | 63 | 100 | 191 | ... | 64 | 272 | 63 | 100 | 191 | ... | ... | 1 | ... | 194,001 | 713,351 | ... | 1,506,938 |
| December | ... | 1 | 47 | 97 | 65 | 89 | ... | 1 | 47 | 97 | 65 | 89 | ... | 7 | ... | 1 | 164,000 | 948,546 | ... | 456,638 |
| 1899. | | | | | | | | | | | | | | | | | | | | |
| January | ... | 453 | 740 | 114 | 46 | 49 | ... | 453 | 740 | 114 | 46 | 49 | ... | 5 | ... | 1 | ... | ... | ... | ... |
| February | ... | 882 | 756 | 30 | 40 | 65 | ... | 882 | 756 | 30 | 40 | 65 | ... | ... | ... | ... | ... | ... | ... | ... |
| March | 2 | 951 | 589 | 28 | 35 | 197 | ... | 951 | 589 | 28 | 35 | 197 | ... | ... | ... | ... | ... | ... | ... | ... |
| April | ... | 1,431 | 940 | 58 | 50 | 320 | ... | 1,431 | 940 | 58 | 50 | 320 | ... | 6 | ... | ... | ... | ... | ... | ... |
| May | 110 | 1,094 | 978 | 49 | 24 | 229 | ... | 1,094 | 978 | 49 | 24 | 229 | ... | 8 | 1,375,139 | 9 | 343,000 | 844,404 | 108 | 987,440 |
| June | 1 | 703 | 329 | 15 | 7 | 49 | ... | 703 | 329 | 15 | 7 | 49 | ... | 16 | 1,947,127 | 2 | 45,000 | 76,282 | ... | 900,632 |
| July | ... | 158 | 333 | 13 | 22 | 30 | ... | 158 | 333 | 13 | 22 | 30 | ... | 9 | 699,499 | 5 | 121,239 | 54,830 | ... | 145,226 |
| August | ... | 217 | 181 | 94 | 27 | 109 | ... | 217 | 181 | 94 | 27 | 109 | ... | 23 | ... | 8 | 50,764 | 100,730 | 5 | 101,726 |
| Totals | 115 | 4,932 | 6,408 | 642 | 767 | 1,827 | 88 | 8,180,482 | 2,809,718 | 28 | 1,616,061 | 106 | 2,138,667 | 280 | 6,768,277 | | | | | |

EXHIBIT "M."

Showing the Number and Disposition of Reinspection, and Appeals from September 1, 1898, to August 31, 1899.

| MONTHS. | MINNEAPOLIS. | | | | | DULUTH. | | | | | ST. PAUL. | | | | |
|----------------------|-------------------|----------------|-----------------|------------------|---------------------|-------------------|----------------|-----------------|------------------|---------------------|-------------------|----------------|-----------------|------------------|---------------------|
| | Grades Sustained. | Grades Raised. | Grades Lowered. | Dockage Changed. | Total Re-Inspected. | Grades Sustained. | Grades Raised. | Grades Lowered. | Dockage Changed. | Total Re-Inspected. | Grades Sustained. | Grades Raised. | Grades Lowered. | Dockage Changed. | Total Re-Inspected. |
| September, 1898..... | 381 | 201 | 23 | 46 | 741 | 2,721 | 1,047 | 17 | 141 | 3,926 | ..... | ..... | ..... | ..... | ..... |
| October, 1898..... | 380 | 238 | 17 | 65 | 700 | 2,051 | 1,284 | 22 | 456 | 3,793 | ..... | ..... | ..... | ..... | ..... |
| November, 1898..... | 441 | 338 | 22 | 74 | 875 | 1,789 | 1,111 | 46 | 328 | 3,274 | ..... | ..... | ..... | ..... | ..... |
| December, 1898..... | 532 | 364 | 57 | 89 | 1,062 | 961 | 603 | 14 | 127 | 1,705 | ..... | ..... | ..... | ..... | ..... |
| January, 1899..... | 515 | 404 | 31 | 63 | 1,013 | 782 | 361 | 10 | 58 | 1,211 | ..... | ..... | ..... | ..... | ..... |
| February, 1899..... | 226 | 136 | 23 | 42 | 493 | 657 | 328 | 9 | 44 | 1,038 | ..... | ..... | ..... | ..... | ..... |
| March, 1899..... | 247 | 228 | 36 | 58 | 567 | 639 | 284 | 1 | 85 | 1,066 | ..... | ..... | ..... | ..... | ..... |
| April, 1899..... | 202 | 142 | 29 | 49 | 422 | 93 | 38 | 3 | 8 | 142 | ..... | ..... | ..... | ..... | ..... |
| May, 1899..... | 187 | 80 | 34 | 89 | 390 | 256 | 94 | 1 | 50 | 401 | ..... | ..... | ..... | ..... | ..... |
| June, 1899..... | 203 | 169 | 31 | 60 | 463 | 809 | 438 | 15 | 152 | 1,434 | ..... | ..... | ..... | ..... | ..... |
| July, 1899..... | 877 | 119 | 25 | 140 | 1,161 | 665 | 321 | 5 | 107 | 1,098 | ..... | ..... | ..... | ..... | ..... |
| August, 1899..... | 120 | 93 | 26 | 50 | 289 | 371 | 159 | 1 | 35 | 566 | ..... | ..... | ..... | ..... | ..... |
| Totals | 4,331 | 2,640 | 300 | 825 | 8,176 | 11,794 | 6,068 | 144 | 1,501 | 19,597 | 8 | 3 | ..... | ..... | 6 |

EXHIBIT "N."

A Comparative Statement of the Number of Carloads and Amount in Bushels (Estimated) of Each Kind of Grain Inspected on Arrival at Minneapolis, Duluth, St. Paul and St. Cloud During the Crop Year, Ending August 31, 1899.

| | MINNEAPOLIS. | | DULUTH. | | ST. PAUL. | | ST. CLOUD. | | TOTALS. | |
|-------------------|--------------|-----------------|--------------|-----------------|--------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Number Cars. | Number Bushels. | Number Cars. | Number Bushels. | Number Cars. | Number Bushels. | Number Cars. | Number Bushels. | Number Cars. | Number Bushels. |
| Spring wheat..... | 121,819 | 97,455,200 | 94,103 | 75,282,400 | 102 | 81,600 | ..... | 633,200 | 216,853 | 173,482,400 |
| Winter wheat..... | 125 | 100,000 | 946 | 756,800 | 2,402 | 1,921,600 | ..... | ..... | 1,071 | 856,800 |
| Corn..... | 10,135 | 8,108,000 | 8,982 | 7,185,600 | ..... | ..... | ..... | ..... | 21,519 | 17,215,200 |
| Oats..... | 11,095 | 1,109,500 | 2,503 | 250,300 | 353 | 35,300 | ..... | ..... | 13,951 | 1,395,100 |
| Rye..... | 1,577 | 1,103,900 | 2,327 | 1,628,900 | 4 | 2,800 | ..... | ..... | 3,908 | 2,735,600 |
| Barley..... | 2,531 | 2,024,800 | 3,829 | 3,063,200 | 367 | 293,600 | ..... | ..... | 6,727 | 5,381,600 |
| Flax seed..... | 5,981 | 4,304,800 | 9,315 | 7,452,000 | 387 | 309,600 | ..... | ..... | 15,083 | 12,096,400 |
| Totals .. | 152,663 | 114,206,200 | 122,005 | 95,619,200 | 3,615 | 2,644,500 | 829 | 663,200 | 279,112 | 213,133,100 |

REPORT OF STATE WEIGHMASTER AT MINNEAPOLIS.

STATE OF MINNESOTA,
Office of State Weighmaster.
Minneapolis, Minn., Sept. 1, 1899.

To the Honorable Railroad and Warehouse Commission, St. Paul, Minn.,

Gentlemen: The fourteenth annual report of this department for the grain year ending Aug. 31, 1899, is herewith respectfully submitted:

The present force numbers fifty-nine employes, namely: Weighmaster, first assistant weighmaster, three clerks, chief of claims, scale expert, assistant scale expert, stenographer and fifty weighers.

Following is a list of the mills, elevators and railroad yards included in the state service:

MILLS.

Archer Oil Mill, Cataract, Crown Roller, Columbia, Douglas Oil Mill, Dakota, Excelsior, Galaxy, Humboldt, Minneapolis, Northeast Feed Mill, North Star, Occidental, Pillsbury A, Palisade, Standard, St. Anthony, Washburn A, Washburn B, Washburn C. Total, twenty.

ELEVATORS.

Atlantic, B, C, City, Consolidated, Crescent, Central, Diamond, E, Great Northern 1, Great Northern 2, Great Western 1, Great Western 2, Inter-State 1, Inter-State 2, Interior 1, Interior 2, K, Monarch, Midway 1, Midway 2, Pillsbury, Pillsbury B, Republic, St. Anthony 1, St. Anthony 2, Star, Standard, Shoreham, Transfer 1, Transfer 2, Union, Victoria, Woodworth 1, Woodworth 2, X. Total, 37.

RAILROAD YARDS.

Chicago, Milwaukee & St. Paul, Chicago, St. Paul, Minneapolis & Omaha and Minneapolis & St. Louis. Total, three.

Sixty places in all are thus embraced in the Minneapolis service. Elevators E and X, destroyed by fire in December, 1898, have been rebuilt, though the former, now a steel elevator of about 750,000 capacity, will not be ready for business until next December.

During the year the total number of cars weighed was 202,293, and the revenues from all sources was \$34,485.41. The expense account during the same period was \$57,448.68, showing a deficiency of \$22,958.27. The total number of bushels of grain weighed was 160,940,006. Reference to the different tables accompanying give a more detailed report.

Since the creation of the state weighing service in Minnesota in 1885 the fee has ranged from thirty cents down to fifteen cents per car, and for the past two years or more the latter figure has prevailed. Up to January, 1897, when the fee was reduced to fifteen cents, this department had always been self-sustaining. The latter figure has been entirely inadequate to meet the necessary requirements.

Going back over a period of years, say to 1894, when the fee was twenty-five cents, the average weight of a carload of grain was 625 bushels; now it has reached an average of about 850 bushels, for which a fee of but fifteen cents a car is charged. It may be of interest to mention here that a car over the Eastern Minnesota recently received and weighed at Pillsbury A mill contained 1,533 bushels.

The general growth of the department brings added expense, and in all fairness and justice no valid reason can be raised against a return to the old established figure of twenty-five cents per car. If it was worth that years ago it is certainly worth it now, when cars contain almost one-third more than they did in 1894. Little doubt can be entertained but what the establishment of such a rate will meet with favor. Then, too, a change of such a nature will very materially help in further improving the service—always a matter of vital importance. All things considered, the proposed figures will be found lower than that charged at any time during the department's existence, excepting the time mentioned between January, 1897, and August, 1899.

In Minneapolis the department labors under somewhat of a disadvantage from the fact that the elevators are scattered over a large area of territory. This is unavoidable; nevertheless it has much to do with the service so far as the employment of weighers go. It would be easy sometimes for one weigher to handle two of the smaller elevators at least, were they close together. As it is, in almost every case, each elevator has its weigher, no matter how large or small the house may be. In the smaller house not over five cars will be weighed some days, while the larger may run to twenty, forty, fifty or even more. But the expense of handling to the department in nearly every instance is as great in one as the other. Apparently the other state grain departments of Minnesota are

more favored in this respect. Through the nature of the work the inspection departments are easily self-sustaining, while the Duluth weighing department, with nearly all its elevators of very large capacity, can be counted upon for a surplus. The departments depend wholly upon the grain trade for support, and all draw from the same fund, known as the "State Grain Inspection Fund."

The volume of business done during the year has been quite heavy. On an average about 17,000 cars a month have been weighed, and it is not supposed that such can be done without here and there an error to account for. One of the most perplexing questions the department has to deal with is that of alleged shortages. While the number of complaints during the year are quite small when compared with the large number of cars shipped in or out, still they come within the pale of the service, and demand and deserve our most earnest attention. As a rule, these shortages occur through using poorly coopered cars for shipment, through leaks of the same or the practice of having their floor covered with lime, coal dust and other ingredients. Then, again, they may occur through estimates of weights given or inaccuracy of scales. Surely the shipper is himself to blame where errors occur from such causes. On the other hand, the state weighing department may err, with all the zeal shown and care taken that is still a possibility, but if the shipper will use the utmost care we promise that the number of complaints of this nature, already being reduced, will soon reach the minimum. After carefully sifting the evidence in many cases, it is found, after all, that the number of actual shortages that occur are very few. In this connection one of the recent acts of your honorable board has been the creation of a claims department to which all complaints are referred.

Pilfering from cars, something quite common a few years ago, is not yet entirely extinct. In a letter to the mill and elevator men of this city some time since I suggested that each mill and elevator might have a seal of its own. The inspector of such mill or elevator, after opening and examining the car, together with its contents, could again seal it and make a record of the seal broken and the seal put in its place. Many are doing this now and with the best of results. To wipe this evil out entirely, however, other and more substantial measures will have to be taken.

The sweeping of cars is still another matter that deserves attention. For years a number of men and boys have been engaged in this work who are neither hired nor invited to do the same. An appeal to the proper railroad authorities or mill men against this practice seems timely, and it might be the means of driving the sweeper from his occupation. There is little for him to get when

the car is emptied. But even the sweeper has his inducements, and in this way, so it is said, he often doubles, perhaps trebles, the natural amount.

The law which went into effect in 1893, requiring the shipper to place inside the car a card stating the weight of grain shipped, is seldom observed. This is certainly an excellent law, easy of recognition, and ought not to be neglected. Any discrepancy occurring in weights between the point of shipment and that of destination could then more readily be detected by the state weighing department.

Since my appointment as state weighmaster in June of the present year the personnel of the department has undergone a number of changes. New features have been added by your honorable board, with a view to improvement in a general way, and at no time during its history has the Minneapolis state weighing department been in better condition than now. Additional safeguards have been thrown about it, and a continued effort along such lines must soon bring it to a degree of perfection not easily surpassed.

I desire in conclusion to thank the members of the department for the kindly treatment I have received at their hands. Their hearty coöperation and good will I deeply appreciate. Entering upon the new grain year all our efforts should be directed towards the betterment of the service, keeping in mind alike the best interests of both shipper and receiver. With this in view only good results can follow, and the objects for which the department was first established will be met both in the spirit and letter of the law.

Appended tables contain the following information:

Table I.—Condition and growth of the department since its organization.

Table II.—Receipts, disbursements, surplus and deficiency.

Table III.—Sources of revenue.

Table IV.—Amount of grain of various kinds, in bushels, weighed into elevators and mills.

Table V.—Amount of grain of various kinds, in bushels, weighed out of elevators and mills.

Table VI.—Number of carloads of given cereals weighed into elevators and mills.

Table VII.—Number of carloads of given cereals weighed out of elevators and mills.

Table VIII.—Number of car and wagon loads weighed at railroad yards.

Very respectfully yours,

EDWARD O'BRIEN,
State Weighmaster.

TABLE I.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Condition and Growth of the Department Since Its Organization.

| YEAR. | No. of Places Weighd at. | No. of Em-ployes | Receipts. | Disburse-ments. | Defi-ciency. | Surplus. | No. of Cars Weighed. |
|------------------|--------------------------|------------------|--------------|-----------------|--------------|-------------|----------------------|
| 1886 | 32 | 16 | \$13,397.85 | \$13,984.51 | \$586.66 | | 65,849 |
| 1887 | 32 | 20 | 18,534.50 | 17,418.01 | | \$1,121.49 | 107,446 |
| 1888 | 34 | 25 | 25,024.40 | 22,583.41 | | 2,430.99 | 111,159 |
| 1889 | 39 | 29 | 25,420.85 | 25,195.21 | | 225.64 | 119,085 |
| 1890 | 43 | 29 | 27,919.95 | 27,180.25 | | 739.70 | 122,589 |
| 1891 | 49 | 35 | 32,366.07 | 30,501.49 | | 1,864.58 | 149,796 |
| 1892 | 51 | 48 | 44,210.35 | 38,338.76 | | 5,871.59 | 205,673 |
| 1893 | 56 | 51 | 39,823.05 | 46,432.79 | 6,609.74 | | 181,345 |
| 1894 | 60 | 48 | 36,502.37 | 44,780.59 | 8,278.22 | | 152,635 |
| 1895 | 61 | 47 | 40,573.95 | 41,206.70 | 632.75 | | 145,526 |
| 1896 | 65 | 49 | 49,765.65 | 47,736.37 | | 2,029.28 | 187,147 |
| 1897 | 66 | 55 | 43,136.26 | 50,193.94 | 7,057.68 | | 202,926 |
| 1898 | 66 | 56 | 39,179.71 | 55,684.94 | 16,505.23 | | 231,017 |
| 1899 | 60 | 59 | 34,485.41 | 57,448.68 | 22,968.27 | | 202,293 |
| Total | | | \$470,340.37 | \$518,690.65 | \$62,628.55 | \$14,283.27 | 2,194,486 |
| Deficiency | | | | | \$48,345.28 | | |

TABLE II.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Receipts, Disbursements, Surplus and Deficiency.

| MONTHS. | Receipts. | Disburse-ments. | Deficiency. |
|----------------------|-------------|-----------------|-------------|
| September, 1898..... | \$3,038.43 | \$4,983.39 | \$1,944.96 |
| October, 1898..... | 3,259.88 | 4,868.14 | 1,608.31 |
| November, 1898..... | 3,620.53 | 4,941.17 | 1,320.34 |
| December, 1898..... | 3,654.33 | 4,995.74 | 1,341.41 |
| January, 1899..... | 3,120.98 | 4,820.86 | 1,699.88 |
| February, 1899..... | 2,334.28 | 4,737.57 | 2,403.29 |
| March, 1899..... | 2,533.88 | 4,655.16 | 2,121.28 |
| April, 1899..... | 2,657.03 | 4,726.55 | 2,069.52 |
| May, 1899..... | 2,627.03 | 4,719.48 | 2,092.45 |
| June, 1899..... | 2,811.33 | 4,647.23 | 1,835.90 |
| July, 1899..... | 2,128.38 | 4,580.89 | 2,452.51 |
| August, 1899..... | 2,704.08 | 4,772.50 | 2,068.42 |
| Totals | \$34,485.41 | \$57,448.68 | \$22,958.27 |

* Receipts include \$5 from sale of desk.

TABLE III.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Sources of Revenue.

| MONTHS. | Mills and Elevators. | Railroad Yards. | Labor and Scale Testing. | Total. |
|----------------------|----------------------|-----------------|--------------------------|-------------|
| September, 1898..... | \$2,690.55 | \$153.90 | \$193.98 | \$3,038.43 |
| October, 1898..... | 2,941.35 | 151.80 | 166.68 | 3,259.83 |
| November, 1898..... | 3,275.40 | 161.30 | 184.13 | 3,620.83 |
| December, 1898..... | 3,296.40 | 132.70 | 225.23 | 3,654.33 |
| January, 1899..... | 2,773.05 | 113.50 | 234.43 | 3,120.98 |
| February, 1899..... | 2,019.30 | 76.60 | 238.38 | 2,334.28 |
| March, 1899..... | 2,187.00 | 114.30 | 232.58 | 2,533.88 |
| April, 1899..... | 2,326.05 | 106.70 | 224.28 | 2,657.03 |
| May, 1899..... | 2,269.35 | 145.10 | 212.58 | 2,627.03 |
| June, 1899..... | 2,459.25 | 135.40 | 211.68 | 2,806.33 |
| July, 1899..... | 1,762.80 | 181.20 | 184.38 | 2,128.38 |
| August, 1899..... | 2,343.45 | 202.70 | 157.93 | 2,704.08 |
| Totals | \$30,343.95 | \$1,675.20 | \$2,466.26 | \$34,485.41 |

* Receipts include \$5 from sale of desk.

TABLE IV.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Amount of Grain of Various Kinds, in Bushels, Weighed into Elevators and Mills.

| MONTHS. | Wheat. | Corn. | Oats. | Rye. | Barley. | Flax. | Total. |
|---------------------|------------|-----------|------------|---------|-----------|-----------|-------------|
| September, 1898.... | 8,316,737 | 229,992 | 1,260,679 | 64,125 | 228,430 | 337,007 | 10,436,970 |
| October, 1898..... | 9,181,471 | 167,770 | 1,594,205 | 79,661 | 242,237 | 645,141 | 11,910,485 |
| November, 1898.... | 10,781,062 | 234,977 | 1,042,477 | 85,312 | 105,814 | 615,339 | 12,864,971 |
| December, 1898.... | 12,677,611 | 1,035,465 | 1,146,889 | 127,994 | 178,378 | 406,809 | 15,575,146 |
| January, 1899..... | 8,270,768 | 1,712,154 | 1,485,870 | 82,515 | 100,496 | 354,663 | 12,006,467 |
| February, 1899..... | 5,592,761 | 869,816 | 1,517,632 | 39,581 | 91,827 | 237,928 | 8,349,543 |
| March, 1899..... | 6,703,156 | 463,143 | 1,042,532 | 34,393 | 31,409 | 372,324 | 8,646,957 |
| April, 1899..... | 6,664,607 | 239,294 | 413,710 | 32,040 | 45,194 | 238,061 | 7,632,915 |
| May, 1899..... | 6,617,242 | 174,165 | 633,042 | 34,997 | 13,409 | 184,110 | 7,656,965 |
| June, 1899..... | 8,471,425 | 174,408 | 652,826 | 14,697 | 8,501 | 55,539 | 9,337,891 |
| July, 1899..... | 5,414,884 | 248,789 | 418,864 | 30,832 | 10,203 | 81,421 | 6,204,943 |
| August, 1899..... | 6,704,214 | 168,401 | 738,274 | 35,604 | 25,331 | 35,490 | 7,707,314 |
| Totals | 95,395,873 | 5,718,369 | 11,947,026 | 662,060 | 1,081,229 | 3,565,830 | 118,370,367 |

TABLE V.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Amount of Grain of Various Kinds, in Bushels, Weighed out of Elevators and Mills.

| MONTHS. | Wheat. | Corn. | Oats. | Rye. | Barley. | Flax. | Total. |
|---------------------|------------|-----------|-----------|---------|---------|-----------|------------|
| September, 1898.... | 2,468,954 | 20,752 | 866,197 | 37,066 | 33,429 | 187,733 | 3,615,031 |
| October, 1898..... | 2,081,248 | 33,480 | 179,345 | 75,704 | 297,641 | 353,098 | 3,023,576 |
| November, 1898.... | 3,120,786 | 61,878 | 545,633 | 84,098 | 112,577 | 259,672 | 4,184,044 |
| December, 1898.... | 1,363,999 | 47,521 | 601,949 | 75,914 | 83,931 | 41,505 | 2,219,619 |
| January, 1899..... | 1,433,430 | 451,842 | 1,147,310 | 100,911 | 90,224 | 40,095 | 3,263,818 |
| February, 1899..... | 907,790 | 356,628 | 1,203,385 | 32,500 | 61,278 | 47,954 | 2,611,535 |
| March, 1899..... | 1,393,899 | 316,806 | 1,023,430 | 23,047 | 45,028 | 129,705 | 2,931,924 |
| April, 1899..... | 1,969,835 | 1,270,574 | 1,335,297 | 49,121 | 57,041 | 283,739 | 4,897,657 |
| May, 1899..... | 1,956,578 | 881,499 | 1,315,166 | 50,584 | 24,714 | 247,539 | 4,476,090 |
| June, 1899..... | 1,918,817 | 593,009 | 679,951 | 15,505 | 8,054 | 30,406 | 3,186,801 |
| July, 1899..... | 2,264,020 | 154,492 | 508,791 | 17,785 | 27,697 | 181,970 | 3,187,965 |
| August, 1899..... | 4,407,758 | 52,014 | 265,318 | 30,506 | 34,943 | 95,448 | 4,852,289 |
| Totals | 25,370,004 | 4,243,095 | 9,571,787 | 602,773 | 851,257 | 1,930,663 | 42,569,639 |

TABLE VI.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Number of Carloads of Given Cereals Weighed into Elevators and Mills.

| MONTHS. | Wheat. | Corn. | Oats. | Rye. | Barley. | Flax. | Total. |
|---------------------|---------|-------|-------|-------|---------|-------|---------|
| September, 1898.... | 11,145 | 280 | 1,079 | 90 | 275 | 446 | 13,315 |
| October, 1898..... | 12,195 | 217 | 1,313 | 115 | 294 | 818 | 14,952 |
| November, 1898.... | 14,108 | 307 | 873 | 118 | 127 | 807 | 16,430 |
| December, 1898.... | 15,750 | 1,310 | 957 | 176 | 214 | 541 | 18,948 |
| January, 1899..... | 10,681 | 2,037 | 1,236 | 123 | 123 | 500 | 14,700 |
| February, 1899..... | 7,647 | 1,127 | 1,281 | 66 | 115 | 329 | 10,565 |
| March, 1899..... | 8,048 | 593 | 855 | 57 | 43 | 489 | 10,986 |
| April, 1899..... | 8,664 | 807 | 356 | 52 | 63 | 345 | 9,807 |
| May, 1899..... | 8,741 | 230 | 522 | 53 | 18 | 263 | 9,827 |
| June, 1899..... | 11,309 | 241 | 538 | 31 | 17 | 118 | 12,254 |
| July, 1899..... | 6,968 | 344 | 350 | 64 | 26 | 202 | 7,954 |
| August, 1899..... | 8,001 | 218 | 327 | 57 | 39 | 93 | 9,335 |
| Totals | 124,867 | 7,211 | 9,687 | 1,002 | 1,354 | 4,951 | 149,072 |

TABLE VII.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Number of Carloads of Given Cereals Weighed out of Elevators and Mills.

| | Wheat. | Corn. | Oats. | Rye. | Barley. | Flax. | Feed. | Totals. |
|---------------------|--------|-------|-------|------|---------|-------|-------|---------|
| September, 1898.... | 3,213 | 31 | 682 | 48 | 71 | 213 | 364 | 4,622 |
| October, 1898..... | 2,632 | 43 | 589 | 97 | 298 | 422 | 576 | 4,657 |
| November, 1898.... | 3,843 | 75 | 427 | 83 | 111 | 301 | 566 | 5,406 |
| December, 1898.... | 1,648 | 61 | 441 | 84 | 100 | 54 | 640 | 3,028 |
| January, 1899..... | 1,790 | 487 | 821 | 115 | 59 | 54 | 461 | 3,787 |
| February, 1899.... | 1,151 | 382 | 827 | 31 | 59 | 64 | 383 | 2,897 |
| March, 1899..... | 1,754 | 380 | 747 | 28 | 43 | 142 | 501 | 3,595 |
| April, 1899..... | 2,388 | 1,427 | 1,003 | 62 | 60 | 324 | 427 | 5,700 |
| May, 1899..... | 2,496 | 1,056 | 1,028 | 53 | 27 | 257 | 385 | 5,302 |
| June, 1899..... | 2,454 | 724 | 430 | 15 | 7 | 88 | 423 | 4,141 |
| July, 1899..... | 2,607 | 170 | 393 | 18 | 22 | 150 | 438 | 3,798 |
| August, 1899..... | 5,356 | 66 | 206 | 35 | 34 | 95 | 496 | 6,288 |
| Totals | 31,332 | 4,902 | 7,594 | 669 | 900 | 2,164 | 5,660 | 53,221 |

TABLE VIII.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.
Number of Car and Wagon Loads Weighed at Railroad Yards.

| MONTHS. | Hay. | Oats. | Straw. | Corn. | Feed. | Apples. | Onions. | Potatoes. | Beans. | Clover Seed. | Millet. | Wheat. | Paper. | Iron. | Coal. | Salt. | Rye. | Total Cars at \$1.00. | Wagon Loads at 10 Cents. | Total Cash. |
|------------------|------|-------|--------|-------|-------|---------|---------|-----------|--------|--------------|---------|--------|--------|-------|-------|-------|------|--------------------------|-----------------------------|-------------|
| September, 1898. | 49 | 44 | 9 | 1 | 1 | 1 | | | | | | | | | | | | 103 | 508 | \$153.90 |
| October, 1898. | 45 | 43 | 14 | 1 | 3 | 1 | | | | | | | | | | | | 107 | 448 | 151.80 |
| November, 1898. | 70 | 29 | 11 | 2 | | | 1 | 2 | | | | | | | 2 | | | 117 | 443 | 101.30 |
| December, 1898. | 55 | 17 | 21 | 9 | | | | | 1 | | | | | | | | | 99 | 337 | 132.70 |
| January, 1899. | 48 | 28 | 11 | 3 | | | | | | | | | | | | | | 88 | 355 | 113.50 |
| February, 1899. | 52 | 19 | 1 | 7 | | | | | | | | | | | 1 | | | 60 | 166 | 76.60 |
| March, 1899. | 58 | 19 | 8 | 8 | | | 1 | | | | 2 | | | | | | | 77 | 373 | 114.30 |
| April, 1899. | 26 | 37 | 7 | 5 | | | | | | 3 | | | 1 | | | | | 79 | 277 | 100.70 |
| May, 1899. | 44 | 28 | 16 | 2 | 5 | | | | | | | | | | 1 | | | 86 | 491 | 145.10 |
| June, 1899. | 43 | 35 | 3 | 1 | | | | | | | 1 | | | | | 1 | | 84 | 514 | 135.40 |
| July, 1899. | 35 | 54 | 4 | 1 | | | | | | | | | | | | | | 94 | 572 | 181.20 |
| August, 1899. | 54 | 60 | 5 | | | | | | | | | | | | | | 1 | 120 | 827 | 202.70 |
| Totals | 537 | 413 | 110 | 35 | 0 | 1 | 2 | 2 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 1,124 | 5,512 | \$1,675.20 |

Respectfully submitted,
EDWARD O'BRIEN,
State Weighmaster.

REPORT OF DULUTH WEIGHING DEPARTMENT.

State of Minnesota,
Office of State Weighmaster.
Duluth, Minn., Aug. 31, 1899.

To the Railroad and Warehouse Commission, St. Paul, Minn.,

Gentlemen: I respectfully submit herewith the fourteenth annual report of the state weighing department at Duluth for the crop year ending Aug. 31, 1899.

As will be seen by the subjoined statement the year's work has been most gratifying, the receipts being 103,877,739.14 bushels grain, as compared with 66,936,393.54 bushels one year ago. The shipments for the year just past were 88,447,920.45 bushels, compared with 53,823,122.18 bushels for the previous year. The total grain weighed "in" and "out" was 192,325,659.59 bushels.

The total receipts for the year were \$46,241.91, and the total disbursements \$38,563.63, showing a surplus of \$7,678.28 in lieu of a deficit of \$2,558.84 for the former year. The facilities for handling grain at Duluth and Superior are being largely increased by additions to old and the building of more elevators. The receipts would have been still larger had not the Duluth-Superior elevators been tested to their utmost storage capacity. The increase in the storage capacity of the Duluth-Superior elevators I estimate will be fifty per cent for the present crop year. There are at present 142 scales in use at our mills and elevators, which are carefully and thoroughly tested two or three times a year by the state scale expert, and are at all times constantly under the supervision of Mr. C. C. Neale, assistant state scale inspector. The location, number, make and capacity of these scales is as follows:

| Elevator. | No. | Make. | Capacity, Bushels. |
|----------------------|-----|------------|-----------------------|
| A | 21 | Fairbanks. | 700 |
| B | 17 | Fairbanks. | 500 |
| D | 17 | Fairbanks. | 900 |
| E | 18 | Fairbanks. | 900 |
| H | 18 | Fairbanks. | 700 |
| Globe No. 1..... | 12 | Fairbanks. | 700 |
| Globe No. 3..... | 2 | Fairbanks. | 700 |
| K | 8 | Fairbanks. | 1,200 |
| M | 8 | Fairbanks. | 1,200 |
| R (track) | 1 | Fairbanks. | 1,400 |
| X | 4 | Fairbanks. | 700 |
| T | 1 | Fairbanks. | 1,500 |
| Zenith (track) | 1 | Fairbanks. | 2,683 |

| Mills. | No. | Make. | Capacity, Bushels. |
|----------------------|-----|-------------|-----------------------|
| Anchor | 1 | Fairbanks. | 1,000 |
| Barclay | 2 | Fairbanks. | 150 |
| Daisy | 2 | Fairbanks. | 1,000 |
| Freeman | 2 | Fairbanks. | 1,200 |
| Grand Republic | 1 | Fairbanks. | 800 |
| Listman | 1 | Fairbanks. | 800 |
| Minkoto | 1 | Howe Track. | 1,000 |
| Imperial | 4 | Fairbanks. | 600 |

Shippers occasionally complain of a shortage in weights, which shortage is often directly attributable to the shipper on account of the use of old cars, untested scales and improperly secured grain car doors. Occasionally a loss is sustained by pilfering (mostly by boys) from the cars while standing in the yards. If buyers of pilfered grain were out of the market the occupation of these boys would be gone. This pilfering, I believe, is growing less year by year, owing to the increased vigilance of the railroad companies.

The measurement of grain in cars just prior to the weighing is useful in detecting large errors, if properly conducted, but owing to the difference in weight of same kind of grain this process will not absolutely detect small differences, however carefully the work may be done.

I find by careful test of cars of identical measurements that the grain lines as stenciled in the car are not the same, varying from one to three inches; this fact occasionally leads a shipper to expect the same amount of grain in similar cars loaded to these lines.

I would not recommend the abandonment of the established practice of measuring grain in cars, for it is often very useful in detecting errors which we would have no knowledge of otherwise. The exercise of greater care in properly securing the grain in cars and by the use of better grain doors would bring the actual weight of the shippers of grain and that of the elevators at terminal points closer together and reduce the feature of leaks to the minimum.

Respectfully submitted,

H. B. MOORE,
State Weighmaster.

**CARS RECEIVED DURING CROP YEAR BEGINNING SEPTEMBER 1,
1898, AND ENDING AUGUST 31, 1899.**

| MONTHS. | Wheat. | Corn. | Oats. | Rye. | Barley. | Screen- ings. | Flax. | Bonded Flax. | Totals. |
|----------------------|---------------|--------------|--------------|--------------|--------------|------------------|--------------|-----------------|----------------|
| September, 1898..... | 18,316 | 234 | 87 | 519 | 591 | 3 | 1,565 | | 21,315 |
| October, 1898..... | 19,446 | 16 | 32 | 487 | 1,046 | 1 | 3,655 | | 24,683 |
| November, 1898..... | 20,535 | 17 | 14 | 320 | 1,028 | 1 | 2,091 | | 24,006 |
| December, 1898..... | 10,629 | 441 | 66 | 187 | 462 | 1 | 731 | | 12,517 |
| January, 1899..... | 3,789 | 1,395 | 472 | 155 | 129 | 1 | 139 | | 6,060 |
| February, 1899..... | 3,396 | 2,196 | 526 | 111 | 82 | | 100 | | 6,411 |
| March, 1899..... | 4,780 | 1,595 | 341 | 59 | 100 | | 176 | | 7,051 |
| April, 1899..... | 919 | 47 | | 16 | 73 | | 187 | | 1,182 |
| May, 1899..... | 2,266 | 1,073 | 391 | 157 | 32 | | 142 | | 4,061 |
| June, 1899..... | 6,956 | 732 | 131 | 85 | 29 | 3 | 134 | | 8,070 |
| July, 1899..... | 5,780 | 604 | 36 | 61 | 71 | 8 | 229 | | 6,789 |
| August, 1899..... | 2,869 | 547 | 11 | 186 | 185 | 9 | 123 | | 3,930 |
| Totals | 99,661 | 8,897 | 2,107 | 2,343 | 3,768 | 27 | 9,272 | | 126,075 |

**CARS SHIPPED DURING CROP YEAR BEGINNING SEPTEMBER 1,
1898, AND ENDING AUGUST 31, 1899.**

| MONTHS. | Wheat. | Corn. | Oats. | Rye. | Barley. | Screen- ings. | Flax. | Bonded Flax. | Totals. |
|----------------------|--------------|------------|------------|-----------|------------|------------------|------------|-----------------|--------------|
| September, 1898..... | 240 | | 9 | | 2 | 230 | | | 481 |
| October, 1898..... | 300 | | 19 | 1 | 6 | 302 | | | 628 |
| November, 1898..... | 209 | 1 | 2 | 1 | | 283 | 19 | | 515 |
| December, 1898..... | 681 | 8 | 14 | 1 | 21 | 339 | 2 | | 1,066 |
| January, 1899..... | 817 | 6 | 11 | 1 | 136 | 227 | 3 | | 1,201 |
| February, 1899..... | 216 | 7 | 5 | | 30 | 112 | 1 | | 371 |
| March, 1899..... | 218 | 11 | 5 | | 3 | 60 | 50 | | 347 |
| April, 1899..... | 40 | 12 | 3 | 3 | 5 | 25 | 201 | | 289 |
| May, 1899..... | 136 | 11 | 3 | 9 | | 39 | 5 | | 203 |
| June, 1899..... | 314 | 18 | 13 | 6 | | 49 | | | 400 |
| July, 1899..... | 83 | 13 | 29 | | | 91 | 2 | | 218 |
| August, 1899..... | 237 | 28 | 31 | 3 | 3 | 130 | 5 | | 437 |
| Total | 3,491 | 115 | 144 | 25 | 206 | 1,887 | 288 | | 6,156 |

RECEIPTS AND DISBURSEMENTS FOR CROP YEAR ENDING AUGUST 31, 1899.

| MONTHS | RECEIPTS. | | | | | | DISBURSEMENTS. | | | | | |
|------------------|-----------------|------------------|----------------|------------------------------|----------------|-------------------------------------|----------------|--------------|---------------------|--------------------|-------------|------------|
| | Car Fees In. | Car Fees Out. | Cargo Fees. | Overtime Fees (Mills). | Scale Fees. | Extra Charge Elevator "R." | Total Fees. | Pay Roll. | Office Expenses. | Total Expenses. | Surplus. | Deficit. |
| September, 1898. | \$3,183.46 | \$72.15 | \$3,718.68 | \$62.50 | ..... | \$47.20 | \$7,083.08 | \$3,289.51 | \$149.56 | \$3,438.07 | \$3,645.91 | ..... |
| October, 1898. | 3,691.90 | 94.20 | 4,874.53 | 71.55 | ..... | 18.25 | 8,750.33 | 3,618.96 | 228.53 | 3,847.49 | 4,902.84 | ..... |
| November, 1898. | 3,685.45 | 77.25 | 5,201.12 | 74.40 | ..... | 28.15 | 8,998.37 | 3,621.96 | 156.05 | 3,778.01 | 5,188.36 | ..... |
| December, 1898. | 1,868.25 | 159.90 | 2,081.54 | 93.00 | ..... | 32.65 | 4,216.34 | 3,822.41 | 159.74 | 3,982.15 | 238.19 | ..... |
| January, 1899. | 905.70 | 180.15 | ..... | 48.07 | 15.00 | 36.70 | 1,185.62 | 2,578.98 | 137.89 | 2,716.87 | ..... | \$1,531.25 |
| February, 1899. | 959.55 | 55.65 | ..... | 4.06 | ..... | 41.80 | 1,061.05 | 2,801.91 | 111.70 | 2,716.81 | ..... | 1,652.56 |
| March, 1899. | 1,058.75 | 52.05 | ..... | 10.50 | ..... | 47.50 | 1,168.80 | 2,585.96 | 130.65 | 2,716.61 | ..... | 1,549.81 |
| April, 1899. | 175.95 | 43.35 | ..... | 11.40 | 65.00 | 65.95 | 1,961.65 | 2,543.66 | 169.59 | 2,713.25 | ..... | 2,351.00 |
| May, 1899. | 592.65 | 30.45 | 4,393.85 | 5.25 | 10.00 | 60.70 | 5,092.90 | 2,998.34 | 111.83 | 3,109.17 | 1,992.73 | ..... |
| June, 1899. | 1,206.75 | 60.00 | 1,829.22 | 21.00 | ..... | 48.85 | 3,105.82 | 3,015.04 | 127.08 | 3,142.12 | 23.70 | ..... |
| July, 1899. | 1,016.40 | 32.70 | 2,808.32 | 12.00 | ..... | 49.10 | 3,417.52 | 3,044.03 | 178.71 | 3,222.74 | 194.78 | ..... |
| August, 1899. | 588.45 | 65.55 | 1,042.32 | 15.00 | ..... | 63.25 | 1,774.53 | 3,042.56 | 149.98 | 3,192.54 | ..... | 1,418.01 |
| Totals | \$18,831.15 | \$923.40 | \$25,429.58 | \$428.72 | \$90.00 | \$539.10 | \$46,241.91 | \$36,752.92 | \$1,811.31 | \$38,563.63 | \$16,181.51 | \$8,503.23 |

Actual surplus since September 1, 1898, \$7,678.23.

TOTAL SHIPMENTS FOR CROP YEAR ENDING AUGUST 31, 1899.
WHEAT.

| MONTHS. | Bushels No. 1 Hard. | Bushels Northern. | Bushels No. 2 Northern. | Bushels No. 3 Spring. | * Bushels Rejected. | Bushels No Grade. | Bushels Nor. White Winter. | Bushels Bonded. | Total Bushels. |
|------------------|------------------------|----------------------|-------------------------------|--------------------------|------------------------|----------------------|-------------------------------|--------------------|-------------------|
| September, 1898. | 566,908.40 | 6,830,752.50 | 2,789,037.50 | 189,871.10 | 49,082.40 | 98,472.40 | ..... | 685,459.20 | 10,585,845.10 |
| October, 1898. | 546,111.30 | 8,446,303.20 | 3,140,621.00 | 259,640.30 | 39,501.30 | 230,973.00 | ..... | 515,885.10 | 13,177,544.50 |
| November, 1898. | 572,905.40 | 10,097,077.50 | 2,786,874.30 | 201,777.00 | 59,886.10 | 276,395.00 | 30,861.10 | 533,332.20 | 14,559,000.10 |
| December, 1898. | 367,850.00 | 4,110,751.50 | 1,119,879.00 | 116,844.00 | 9,780.00 | 186,707.30 | ..... | 346,513.40 | 6,258,096.00 |
| January, 1899. | 53,632.00 | 229,713.10 | 84,758.10 | 45,173.10 | 17,037.40 | 161,463.10 | ..... | 87,744.30 | 670,530.50 |
| February, 1899. | ..... | 2,526.40 | 13,802.20 | 2,446.30 | 8,029.50 | 75,246.10 | ..... | 76,473.30 | 178,525.00 |
| March, 1899. | 2,113.00 | 3,500.00 | 2,585.50 | ..... | ..... | 129,853.10 | 912.00 | 62,988.00 | 191,949.40 |
| April, 1899. | ..... | 3,400.00 | ..... | ..... | ..... | 26,788.20 | ..... | 6,780.00 | 36,968.10 |
| May, 1899. | 329,307.40 | 4,394,062.40 | 910,641.80 | 156,501.30 | 12,790.50 | 172,468.20 | ..... | 280,000.00 | 6,128,704.10 |
| June, 1899. | 863,169.20 | 2,447,076.30 | 897,643.50 | 203,678.50 | 10,410.40 | ..... | 153,000.00 | 166,381.00 | 4,412,425.30 |
| July, 1899. | 533,827.30 | 3,628,918.00 | 1,182,043.20 | 201,942.50 | 5,235.30 | 31,823.20 | 133,630.00 | 203,697.30 | 6,090,853.00 |
| August, 1899. | 477,130.50 | 1,067,371.00 | 826,448.10 | 58,010.00 | 36,800.30 | 111,846.20 | 151,064.00 | 52,346.50 | 2,771,677.40 |
| Totals | 3,812,107.10 | 41,239,453.50 | 13,754,335.30 | 1,434,993.30 | 249,235.20 | 1,554,841.10 | 530,076.10 | 2,396,100.30 | 64,971,143.10 |

COARSE GRAINS—SHIPMENTS.

| MONTHS. | Bushels Corn. | Bushels Oats. | Bushels Rye. | Bushels Barley. | Bushels Flax. | Bushels Bonded Flax. | Bushels Bonded Barley. | Total Bushels Shipped, All Grains Comb'd |
|------------------|------------------|------------------|-----------------|--------------------|------------------|-------------------------|---------------------------|--|
| September, 1898. | 372,850.30 | 48,075.28 | 395,611.28 | 233,803.16 | 957,507.32 | ..... | ..... | 12,593,693.24 |
| October, 1898. | ..... | 26,464.20 | 345,851.96 | 602,110.20 | 2,965,798.24 | ..... | ..... | 10,517,569.30 |
| November, 1898. | 42,305.10 | 65,134.12 | 194,412.08 | 1,122,965.22 | 1,541,705.48 | ..... | ..... | 17,536,382.45 |
| December, 1898. | 6,008.00 | 41,437.12 | 164,531.54 | 547,768.12 | 492,095.11 | ..... | ..... | 7,511,628.02 |
| January, 1899. | 9,447.28 | 13,564.12 | 468.30 | 129,410.24 | 2,723.32 | ..... | ..... | 822,129.56 |
| February, 1899. | 6,813.50 | 6,940.08 | ..... | 27,513.16 | 40,332.32 | ..... | ..... | 218,655.46 |
| March, 1899. | 3,203.32 | 3,937.00 | ..... | 1,803.46 | 40,322.48 | ..... | ..... | 249,236.42 |
| April, 1899. | 8,025.02 | 3,069.12 | 2,436.40 | 3,593.46 | 164,696.00 | ..... | ..... | 213,317.56 |
| May, 1899. | 5,337,063.54 | 1,625,984.22 | 361,123.12 | 398,493.26 | 938,754.27 | ..... | ..... | 14,890,028.31 |
| June, 1899. | 1,359,162.18 | 201,627.24 | 49,287.12 | 107,678.06 | 287,281.40 | ..... | ..... | 6,417,362.19 |
| July, 1899. | 679,565.42 | 784,835.30 | 121,239.12 | 54,329.28 | 167,237.42 | ..... | ..... | 7,808,060.34 |
| August, 1899. | 690,386.24 | 40,339.08 | 109,529.54 | 45,786.32 | 106,539.23 | ..... | ..... | 3,764,562.21 |
| Totals | 8,537,378.10 | 2,862,451.02 | 1,734,568.06 | 3,276,066.44 | 7,066,295.33 | ..... | ..... | 88,447,920.45 |

TOTAL RECEIPTS FOR CROP YEAR ENDING AUGUST 31, 1899.

WHEAT.

| MONTHS. | Bushels No. 1 Hard. | Bushels No. 1 Northern. | Bushels No. 2 Northern. | Bushels No. 3 Spring. | Bushels Rejected. | Bushels No Grade. | Bushels Northern White Wheat. | Bushels Bonded. | Total Bushels. |
|------------------|---------------------|-------------------------|-------------------------|-----------------------|-------------------|-------------------|-------------------------------|-----------------|----------------|
| September, 1898. | 624,899.50 | 7,043,945.20 | 4,906,859.20 | 565,151.10 | 511,131.30 | 302,285.00 | 5,899.20 | 266,273.50 | 14,226,365.20 |
| October, 1898. | 623,124.20 | 9,244,536.40 | 4,218,962.40 | 616,636.10 | 244,327.40 | 157,163.10 | 27,446.20 | 504,028.20 | 15,633,925.20 |
| November, 1898. | 562,826.50 | 10,755,442.40 | 3,727,512.20 | 401,007.00 | 183,191.40 | 701,019.40 | 8,835.40 | 525,068.00 | 16,865,803.50 |
| December, 1898. | 518,199.00 | 5,356,065.00 | 1,546,620.10 | 187,524.20 | 67,039.10 | 889,216.20 | 7,769.30 | 277,746.10 | 8,849,979.40 |
| January, 1899. | 126,144.30 | 1,220,289.20 | 965,758.40 | 187,273.00 | 95,171.00 | 561,549.00 | 8,844.10 | 63,840.10 | 3,220,800.00 |
| February, 1899. | 193,733.00 | 1,019,257.00 | 865,794.00 | 212,300.00 | 74,895.50 | 272,093.20 | 23,695.00 | 186,819.50 | 2,848,027.40 |
| March, 1899. | 147,625.10 | 1,741,027.00 | 999,432.00 | 193,259.30 | 73,276.50 | 275,635.00 | 275,635.00 | 258,668.40 | 3,993,993.20 |
| April, 1899. | 30,887.60 | 406,562.10 | 202,444.10 | 34,484.50 | 11,289.30 | 17,294.30 | 26,701.10 | 21,773.20 | 749,377.20 |
| May, 1899. | 126,996.60 | 1,197,221.20 | 263,451.40 | 72,515.30 | 24,201.40 | 21,805.50 | 1,106.20 | 164,784.10 | 1,876,083.20 |
| June, 1899. | 682,290.40 | 3,760,443.10 | 934,180.50 | 192,220.50 | 59,287.10 | 124,433.40 | 10,380.00 | 132,524.00 | 5,792,739.20 |
| July, 1899. | 331,869.20 | 3,690,710.20 | 820,917.00 | 154,371.20 | 93,231.10 | 162,263.00 | 174,362.30 | 92,236.40 | 4,909,943.20 |
| August, 1899. | 118,073.40 | 1,690,697.40 | 461,321.10 | 79,261.20 | 41,126.30 | 56,883.40 | 6,953.00 | 1,454.40 | 2,351,676.40 |
| Totals | 3,984,831.00 | 46,425,137.50 | 19,916,054.00 | 2,892,014.00 | 1,478,259.40 | 3,528,267.50 | 568,473.30 | 2,495,817.30 | 81,288,865.20 |

COARSE GRAINS—RECEIPTS.

| MONTHS | Bushels Corn. | Bushels Oats. | Bushels Rye. | Bushels Barley | Bushels Flax. | Bushels Bonded Flax. | Bushels Bonded Barley. | Total Bushels Received—All Grains Combined. |
|------------------|---------------|---------------|--------------|----------------|---------------|----------------------|------------------------|---|
| September, 1898. | 179,567.26 | 111,247.06 | 353,640.48 | 521,873.02 | 1,181,640.00 | | | 16,573,833.26 |
| October, 1898. | 11,893.92 | 38,341.28 | 351,691.00 | 958,579.92 | 2,973,796.52 | | | 19,968,227.44 |
| November, 1898. | 14,132.24 | 13,699.04 | 228,294.40 | 963,820.18 | 1,724,066.52 | | | 19,809,316.48 |
| December, 1898. | 355,035.96 | 76,914.00 | 127,805.36 | 434,112.40 | 1,699,374.28 | | | 10,443,221.08 |
| January, 1899. | 1,123,640.16 | 693,096.18 | 124,234.24 | 108,696.24 | 112,041.90 | | | 5,382,478.52 |
| February, 1899. | 1,057,132.46 | 804,637.02 | 44,431.06 | 67,293.80 | 80,649.32 | | | 5,532,080.56 |
| March, 1899. | 1,275,254.42 | 594,471.26 | 48,476.12 | 86,757.16 | 133,996.16 | | | 6,007,919.12 |
| April, 1899. | 35,680.00 | ..... | 10,698.18 | 9,618.42 | 148,296.40 | | | 393,553.22 |
| May, 1899. | 867,914.34 | 560,273.28 | 125,968.02 | 9,618.42 | 148,296.40 | | | 3,561,712.06 |
| June, 1899. | 606,451.16 | 166,132.04 | 64,362.42 | 27,030.14 | 154,472.28 | | | 6,740,289.06 |
| July, 1899. | 477,007.28 | 50,714.24 | 41,351.48 | 22,556.22 | 87,898.50 | | | 5,089,496.02 |
| August, 1899. | 470,623.44 | 14,530.20 | 140,210.46 | 160,336.04 | 78,496.20 | | | 3,206,573.54 |
| Totals | 7,074,064.08 | 3,034,020.00 | 1,696,195.42 | 3,414,187.22 | 7,370,407.42 | | | 108,877,739.14 |

REPORT OF WAREHOUSE REGISTRAR.

State of Minnesota.
Office of Warehouse Registrar.
St. Paul, Dec. 1, 1899.

To the Railroad and Warehouse Commission, St. Paul, Minn.,

Gentlemen: I have the honor herewith to transmit a tabulated statement of the work of this department for the crop year ending Aug. 31, 1899, as heretofore registration is in operation only at the two terminal points—Minneapolis and Duluth.

At Duluth and Superior all but three houses are public and operating under the terminal warehouse law. At Minneapolis there are now six public warehouses, viz., St. Anthony Elevator No. 1, Great Western Elevator No. 2, Republic Elevator, Interior Elevator No. 1, Northwestern Elevator No. 2 and Great Northern Elevator No. 2. The number of private warehouses at Minneapolis is twenty-six.

The tabulated statements herewith presented are prepared by Assistant Registrars Paul Fontaine for Minneapolis and B. Porter for Duluth-Superior. Mr. Porter resigned in September, and Mr. J. F. Eby was appointed as his successor, and is now in charge of that office.

The work of the office is carried on with the same care and vigilance as heretofore, and the system is considered by the trade an indispensable adjunct to the state grain department.

Respectfully yours,

A. K. TEISBERG,
Warehouse Registrar.

RECEIPTS, WHEAT, ALL PUBLIC ELEVATORS AT DULUTH AND SUPERIOR, YEAR ENDING AUGUST 31, 1899.

| MONTHS. | No. 1 Hard. | No. 1 Northern. | No. 2 Northern. | No. 3 Spring. | Rejected. | No Grade. | Special Bin. | 1 Nor. White. | 2 Nor. White. | 3 Nor. White. | Total. |
|---------------------|----------------|--------------------|--------------------|------------------|------------|--------------|-----------------|------------------|------------------|------------------|---------------|
| September, 1898... | 556,568.30 | 6,039,244.10 | 3,225,841.30 | 234,974.10 | 103,152.40 | 269,721.10 | ..... | ..... | ..... | ..... | 10,429,542.10 |
| October, 1898..... | 573,621.50 | 8,066,505.30 | 2,770,543.40 | 202,136.10 | 33,014.30 | 155,212.50 | ..... | ..... | ..... | ..... | 11,791,084.20 |
| November, 1898..... | 504,294.00 | 8,592,545.20 | 2,676,079.30 | 155,245.30 | 19,520.50 | 664,072.30 | ..... | ..... | ..... | ..... | 12,601,758.40 |
| December, 1898..... | 484,343.00 | 3,680,947.40 | 1,021,469.00 | 64,035.30 | 6,587.00 | 693,687.20 | ..... | ..... | ..... | ..... | 5,921,029.30 |
| January, 1899..... | 123,892.10 | 864,824.50 | 694,914.40 | 79,542.00 | 15,146.50 | 337,513.10 | ..... | ..... | ..... | ..... | 2,139,633.40 |
| February, 1899..... | 157,755.20 | 906,111.50 | 677,578.20 | 130,038.20 | 11,968.20 | 173,482.30 | ..... | ..... | ..... | ..... | 2,683,491.30 |
| March, 1899..... | 119,412.10 | 1,065,333.00 | 611,227.20 | 85,811.00 | 13,238.20 | 157,410.40 | ..... | ..... | ..... | ..... | 2,211,404.30 |
| April, 1899..... | 28,831.10 | 257,073.40 | 44,832.00 | 7,071.80 | ..... | 4,774.20 | ..... | ..... | ..... | ..... | 842,082.40 |
| May, 1899..... | 121,829.40 | 565,120.40 | 100,977.50 | 15,278.00 | 704.40 | 5,947.40 | ..... | ..... | ..... | ..... | 1,109,858.30 |
| June, 1899..... | 523,725.50 | 2,978,759.30 | 293,413.40 | 20,019.20 | 1,855.20 | 98,233.20 | ..... | ..... | ..... | ..... | 3,863,887.00 |
| July, 1899..... | 306,036.00 | 2,419,321.20 | 303,968.20 | 15,046.80 | 1,470.30 | 38,138.20 | ..... | ..... | ..... | ..... | 3,967,615.10 |
| August, 1899..... | 110,625.30 | 763,587.50 | 174,322.10 | 3,789.20 | 7,006.40 | 21,107.00 | ..... | ..... | ..... | ..... | 1,087,896.90 |
| Totals | 3,610,435.10 | 36,503,176.20 | 12,599,098.00 | 1,012,987.20 | 213,205.40 | 2,577,250.50 | ..... | 304,516.40 | 37,152.20 | 912.00 | 56,958,734.20 |

SHIPMENTS, WHEAT, ALL PUBLIC ELEVATORS, YEAR ENDING AUGUST 31, 1899.

| MONTHS. | No. 1 Hard. | No. 1 Northern. | No. 2 Northern. | No. 3 Spring. | Rejected. | No Grade. | Special Bin. | 1 Nor. White. | 2 Nor. White. | 3 Nor. White. | Total. |
|---------------------|----------------|--------------------|--------------------|------------------|------------|--------------|-----------------|------------------|------------------|------------------|---------------|
| September, 1898... | 510,909.30 | 5,477,940.30 | 2,651,025.00 | 170,383.50 | 39,456.40 | 297,264.50 | 9,325.20 | ..... | ..... | ..... | 9,635,001.40 |
| October, 1898..... | 516,062.30 | 7,780,370.10 | 3,035,888.00 | 222,404.10 | 53,624.30 | 187,272.80 | ..... | ..... | ..... | ..... | 11,775,682.10 |
| November, 1898..... | 541,483.20 | 8,697,577.00 | 2,660,276.10 | 170,945.50 | 59,263.10 | 418,726.80 | ..... | ..... | ..... | ..... | 12,438,311.00 |
| December, 1898..... | 334,654.40 | 3,286,317.50 | 866,345.50 | 78,553.10 | 8,821.20 | 276,982.40 | 5,000.00 | ..... | ..... | ..... | 4,953,677.10 |
| January, 1899..... | 50,980.00 | 203,067.10 | 90,301.50 | 27,810.50 | 17,060.20 | 93,405.50 | ..... | ..... | ..... | ..... | 473,206.00 |
| February, 1899..... | ..... | 1,826.40 | 13,702.10 | 2,714.10 | 4,572.00 | 20,897.40 | ..... | ..... | ..... | ..... | 43,742.40 |
| March, 1899..... | 2,113.00 | 1,200.00 | 2,088.50 | ..... | ..... | 60,212.40 | ..... | ..... | ..... | ..... | 66,526.80 |
| April, 1899..... | ..... | 2,400.00 | 699.00 | ..... | ..... | 41,296.20 | ..... | ..... | ..... | ..... | 44,296.20 |
| May, 1899..... | 299,578.40 | 3,724,072.50 | 571,412.20 | 121,108.40 | 12,790.50 | 299,132.20 | ..... | ..... | ..... | ..... | 5,028,096.49 |
| June, 1899..... | 898,996.20 | 2,006,984.20 | 743,369.20 | 154,616.10 | 10,410.40 | 321,637.20 | ..... | ..... | ..... | ..... | 3,863,814.10 |
| July, 1899..... | 501,141.40 | 2,160,813.40 | 915,928.00 | 54,206.20 | 3,589.30 | 163,804.80 | ..... | ..... | ..... | ..... | 4,946,487.40 |
| August, 1899..... | 445,788.10 | 942,600.40 | 549,523.20 | 18,145.80 | 19,231.10 | 268,237.20 | ..... | ..... | ..... | ..... | 2,805,240.10 |
| Totals | 3,571,647.50 | 35,203,100.80 | 12,070,609.50 | 1,020,842.40 | 205,892.10 | 2,359,209.20 | *16,156.50 | 304,516.40 | 37,152.20 | 912.00 | 54,700,040.10 |

*1831.80 bushels bonded wheat included in this footing.

RECEIPTS, COARSE GRAIN, ALL PUBLIC ELEVATORS AT DULUTH
AND SUPERIOR, YEAR ENDING AUGUST 31, 1899.

| MONTHS. | Corn. | Oats. | Rye. | Barley. | Flax. |
|--------------------|--------------|--------------|------------|--------------|--------------|
| September, 1898... | 864,775.30 | 38,488.14 | 137,190.50 | 259,767.14 | 658,150.48 |
| October, 1898..... | 11,893.32 | 9,922.06 | 196,754.26 | 637,131.22 | 1,643,965.13 |
| November, 1898.... | 14,132.08 | 185.30 | 87,027.08 | 589,430.00 | 953,512.40 |
| December, 1898.... | 341,590.10 | 37,865.00 | 11,106.04 | 366,373.46 | 366,103.03 |
| January, 1899..... | 1,091,655.00 | 670,935.20 | 84,684.26 | 89,736.32 | 70,721.45 |
| February, 1899.... | 1,669,695.40 | 207,157.06 | 61,270.24 | 43,358.16 | 63,338.15 |
| March, 1899..... | 1,128,777.48 | 7,582.16 | 11,776.14 | 51,594.18 | 72,029.30 |
| April, 1899..... | 33,140.00 | ..... | 3,906.44 | 4,743.16 | 132,269.48 |
| May, 1899..... | 775,560.00 | 432,233.04 | 69,925.30 | 15,421.44 | 67,481.46 |
| June, 1899..... | 599,943.22 | 132,954.12 | 30,172.42 | 10,142.44 | 30,403.16 |
| July, 1899..... | 485,748.52 | 29,840.00 | 9,036.34 | 64,002.34 | 35,215.25 |
| August, 1899..... | 469,658.32 | 11,315.00 | 43,393.52 | 165,583.06 | 42,845.01 |
| Totals | 7,486,570.50 | 1,578,479.12 | 746,251.18 | 2,303,286.04 | 4,136,036.50 |

SHIPMENTS, COARSE GRAIN, ALL PUBLIC ELEVATORS, YEAR END-
ING AUGUST 31, 1899.

| MONTHS. | Corn. | Oats. | Rye. | Barley. | Flax. |
|--------------------|--------------|--------------|------------|--------------|--------------|
| September, 1898... | 285,656.04 | 38,508.24 | 113,500.26 | 148,303.16 | 605,122.51 |
| October, 1898..... | 50,000.00 | 3,905.00 | 213,038.16 | 404,346.32 | 1,293,337.22 |
| November, 1898.... | 42,305.10 | ..... | 66,606.44 | 713,453.26 | 882,713.16 |
| December, 1898.... | 6,907.08 | ..... | 43,565.30 | 345,760.00 | 413,250.42 |
| January, 1899..... | 4,153.02 | ..... | 824.46 | 60,916.22 | 2,040.00 |
| February, 1899.... | 2,313.02 | ..... | ..... | 26,895.00 | 787.28 |
| March, 1899..... | 600.00 | ..... | ..... | 1,053.36 | 39,999.05 |
| April, 1899..... | 3,999.26 | ..... | ..... | 828.36 | 157,011.51 |
| May, 1899..... | 4,932,551.16 | 706,091.28 | 187,960.30 | 344,403.26 | 564,978.06 |
| June, 1899..... | 1,234,353.50 | 152,956.28 | 25,625.48 | 40,633.46 | 158,546.46 |
| July, 1899..... | 677,813.44 | 630,800.08 | 49,963.18 | 54,329.28 | 61,768.45 |
| August, 1899..... | 690,103.12 | 3,770.22 | 12,544.36 | 102,851.22 | 48,213.44 |
| Totals | 7,930,759.06 | 1,536,033.14 | 713,630.14 | 2,243,776.02 | 4,227,770.20 |

B. PORTER,
Assistant Warehouse Registrar.

ANNUAL STATEMENT OF GRAIN RECEIVED AND SHIPPED BY THE STATE LICENSED ELEVATORS IN THE
MINNEAPOLIS DISTRICT FOR THE YEAR ENDING JULY 31, 1899.

RECEIVED.

| MONTHS. | No. 1 Hard. | No. 1 North'n. | No. 2 North'n. | No. 3 Spring. | Rejected. | No Grade. | Special Bin. | Corn. | Oats. | Barley. | Flax. | Total. |
|------------------|----------------|-------------------|-------------------|------------------|-----------|--------------|-----------------|---------|---------|---------|--------|-----------|
| August, 1898. | 37,312 | | | | 832 | | 102,065 | 1,400 | | | | 38,712 |
| September, 1898. | 69,224 | | | | 1,229 | | 47,090 | 2,581 | 328,197 | | | 172,541 |
| October, 1898. | 80,043 | | 1,335 | 487 | | | 87,910 | 45,249 | 404,210 | | 9,260 | 453,982 |
| November, 1898. | 409,298 | | 27,226 | | | 753 | 111,233 | 283,553 | 8,112 | | | 983,942 |
| December, 1898. | 789,662 | | 87,935 | 6,724 | 3,377 | 10,499 | 59,606 | 152,245 | | 2,000 | | 1,287,338 |
| January, 1899. | 476,240 | | 163,306 | 4,167 | 1,769 | 15,506 | 109,220 | 184,542 | | | | 948,290 |
| February, 1899. | 134,923 | | 18,418 | 385 | 4,035 | 20,510 | 55,520 | 39,830 | | | | 379,019 |
| March, 1899. | 540,876 | | 7,780 | | 1,338 | 12,436 | 76,063 | 20,427 | | | | 688,476 |
| April, 1899. | 242,544 | | 24,783 | | 471 | 5,387 | 10,449 | 1,060 | 122 | | | 370,440 |
| May, 1899. | 530,447 | | 51,406 | | | 960 | 1,457 | | 1,406 | | | 588,000 |
| June, 1899. | 1,164,772 | | 14,447 | 1,053 | | 2,989 | | | | | | 1,192,172 |
| July, 1899. | 59,497 | | | | | | | | | | | 74,190 |
| Totals | 1,0281 | 4,535,538 | 394,636 | 12,816 | 13,041 | 69,010 | 661,260 | 640,887 | 788,724 | 2,000 | 34,784 | 7,153,680 |

SHIPPED.

| MONTHS. | No. 1 Hard. | No. 1 North'n. | No. 2 North'n. | No. 3 Spring. | Rejected. | No Grade. | Special Bin. | Corn. | Oats. | Barley. | Flax. | Total. |
|------------------|----------------|-------------------|-------------------|------------------|-----------|--------------|-----------------|-----------|---------|---------|--------|-----------|
| August, 1898. | 570,346 | | | | | 3,638 | 108,678 | 120,622 | | | | 595,995 |
| September, 1898. | 4,478 | | | | | | 99,900 | 8,714 | | | | 592,750 |
| October, 1898. | 2,854 | | | | | | 63,665 | 12,235 | | | | 187,374 |
| November, 1898. | | 40 | | | | | | 4,280 | | | 761 | 5,051 |
| December, 1898. | | 72,150 | | | 692 | 3,040 | 66,267 | 3,031 | | | | 10,018 |
| January, 1899. | | 11,876 | | 6,295 | 13,519 | 21,140 | 71,641 | 12,255 | 1,000 | | | 153,163 |
| February, 1899. | | 712 | | 98 | 4,035 | 26,870 | 76,602 | 77,471 | 2,827 | | | 182,142 |
| March, 1899. | | 70,172 | | 385 | 1,339 | 12,436 | 8,422 | 86,734 | 78,500 | | | 189,117 |
| April, 1899. | 980 | 70,172 | | 4,164 | 471 | | 4,687 | 389,745 | 297,186 | | 4,047 | 293,015 |
| May, 1899. | | 32,249 | | 105,132 | | 568 | 42,178 | 67,582 | 343,808 | | | 743,675 |
| June, 1899. | | 769 | | 1,063 | | | 52,087 | 351,926 | 59,578 | | 50 | 594,642 |
| July, 1899. | | 683,473 | | 63,592 | | | 12,968 | 6,183 | | 768 | 5,769 | 468,421 |
| Totals | 8,310 | 2,062,510 | 245,593 | 40,349 | 20,028 | 67,732 | 607,033 | 1,135,768 | 770,214 | 2,000 | 29,232 | 4,985,753 |

PAUL FONTAINE,
Assistant Registrar.

St. Paul, Minn., Dec. 11, 1899.

To the Hon. Railroad and Warehouse Commission, St. Paul, Minn.,

Gentlemen: I have the honor to submit to you the following report of the operations of the country elevator and warehouse department for the current year ending Nov. 30, 1899.

Up to the present date there have been 1,346 licenses issued, as against 1,283 for the previous year, and 1,237 for the year 1897-98.

The principle of state supervision and control over country elevators and warehouses is unquestionably a correct one, founded, as it is, upon justice and equity, and by its provisions endeavoring to secure protection and fair dealing to buyer, seller and shipper, and I have yet to learn of an instance where this was not secured when called for and properly presented.

The legality of certain points of this law, and more particularly that of state supervision, has been called into question by non-resident elevator owners operating within our jurisdiction who probably chafed under this supervision as an unwarranted and illegal intermeddling of their business, but the supreme court has affirmed its legality and constitutionality (see decision supreme court April term, 1899, in the case of *The State vs. The W. W. Cargill Elevator Company*, hereinafter reported under the heading of "Decisions of the Courts.")

Owing to a misunderstanding which upon different occasions occurred between the elevator owner and owners of grain which had been stored in their houses, it was deemed necessary to prepare a new form of warehouse receipt, containing in more definite and distinct language the exact words of the law, in order that the owner of the grain might have thereby an unmistakable knowledge of what his rights were in the premises. Such a form was after careful preparation reduced to writing by the commission on the first day of June, and a printed copy was mailed by me to each and every licensed warehouseman in the state. It was made operative Aug. 1st, giving them ample time to supply themselves with the new form, which is in the following terms:

..... Elevator.
No. Minn., 1899.
Received of
(kind of grain.)
..... Bushels No. to be
stored and insured under the following conditions:

The maximum charges for receiving, insuring, handling, storing fifteen days and delivering grain is two cents per bushel.

Storage after the first fifteen days one-half cent per bushel for each fifteen days or part thereof for the first three months; after that one-half cent per bushel for each thirty days or part thereof. If grain is cleaned at owner's request, one-half cent per bushel.

The above named grain has been received and stored with grain of the same lawful grade. Upon the return of this receipt and payment or tender of the above stated lawful charges accrued up to the time of said return of this receipt the above amount, kind and grade of grain will be delivered within the time prescribed by law to the person above named, or his order, either from this elevator or warehouse, or, if the owner so desires, in quantities not less than a carload on track on the same line of railway at any terminal point within this state, designated by said owner, where state inspection and weighing is in force, subject to freight inspection and weighing charges; the grade and weight thereof to be determined by state inspection and weighing as provided by law.

.....bu.....lbs., gross.
bu.....lbs., dockage.
bu.....lbs., net. By.....Agent.

This order was generally complied with by the individual warehousemen, and all the line companies whose general offices are located outside of Minneapolis and Mankato, and those located at these points have, and still do show a disposition to evade the law in this respect, but the steps which the commission have already taken to secure that uniformity in these receipts, which the laws of the state provide for, will probably have that result.

• Very respectfully yours,

R. C. BURDICK,
 Supervising Inspector Country Elevators.

RAILWAY COMPANIES' REPORTS

TO THE

RAILROAD AND WAREHOUSE COMMISSION.

FOR THE

YEAR ENDING JUNE 30, 1899.

NOTE.—All of these reports are duly verified by the proper officers of the respective companies.

Brainerd & Northern Minnesota Railway Co.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Brainerd & Northern Minnesota Ry Co.
2. Date of organization? May 16, 1892.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota, under provision of Title 1, Chap. 34; General Laws of State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not Consolidated Company.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Post-Office Address. | Date of Expiration of Term. |
|----------------------|----------------------|-----------------------------|
| E. P. Welles..... | Minneapolis..... | June 8, 1900. |
| C. F. Welles..... | Minneapolis..... | June 8, 1900. |
| E. W. Backus..... | Minneapolis..... | June 8, 1900. |
| H. E. Horr..... | Minneapolis..... | June 8, 1900. |
| J. E. Carpenter..... | Minneapolis..... | June 8, 1900. |
| C. A. Pillsbury..... | Minneapolis..... | June 8, 1900. |
| E. L. Carpenter..... | Minneapolis..... | June 8, 1900. |

Total number of stockholders at date of last election? Seven.

Date of last meeting of stockholders for election of directors? June 15, 1899.

Give post-office address of general office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed. C. W. Schneider, Auditor, 420 Lumber Exchange, Minneapolis, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------------|----------------------|---------------------|
| President..... | C. A. Pillsbury..... | Minneapolis. |
| First Vice President..... | J. E. Carpenter..... | Minneapolis. |
| Secretary..... | W. F. Brooks..... | Minneapolis. |
| Treasurer..... | E. L. Carpenter..... | Minneapolis. |
| Auditor..... | C. W. Schneider..... | Minneapolis. |
| General Manager..... | O. O. Winter..... | Brainerd. |
| Chief Engineer..... | W. C. Smith..... | Brainerd. |

(Page 9)

PROPERTY OPERATED.

(For Roads Making Operating Reports).

Name of every Railroad the Operations of which are Included in the Income Account—Page 31.

1. Railroad line represented by capital stock :
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|---------------------------|---------------|--------------|------------------------------------|--|
| | From. | To. | | |
| Brainerd Northern..... | Brainerd..... | Walker..... | | 59.13 |
| Minnesota Railway Co..... | Walker..... | Bemidji..... | | 31.79 |
| Extension New Line..... | | | | |
| Total..... | | | | 90.92 |

(Page 17).

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|----------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock; common..... | 5,000 | \$100.00 | \$500,000.00 | \$500,000.00 | None. | |
| Total..... | | | | | | |

CURRENT ASSETS AND LIABILITIES.

(Page 28.)

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|--------------|---|--------------|
| Cash..... | \$947.57 | Loans and bills payable..... | \$738,944.62 |
| Bills receivable..... | 86.79 | Audited vouchers and accounts..... | 20,191.41 |
| Due from solvent companies and individuals..... | 30,084.23 | Wages and salaries..... | 14,477.29 |
| Other cash assets (excluding "Materials and Supplies") *..... | \$2,585.40 | | |
| Total—Cash and Current Assets..... | \$31,197.99 | | |
| Balance—Current Liabilities..... | 730,475.73 | | |
| Total..... | \$761,613.32 | Total—Current Liabilities..... | \$761,613.32 |

* Materials and supplies on hand, \$2,585.40. (See General Balance Sheet—Page 49.)

(Page 25.)

RECAPITULATION.

For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|---------------------|-------------------------|-----------------------------|-------------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$500,000.00 | \$500,000.00 | ..... | 90.92 | \$5,499.84 |
| Bonds—page 19 (grand total)..... | | | | | |
| Equipment trust obligations—page 21..... | | | | | |
| Total | \$500,000.00 | \$500,000.00 | ..... | 90.92 | \$5,499.84 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|---|---|------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION— | | | | |
| Engineering | \$5,234.87 | \$31,796.59 | \$37,031.46 | |
| Right of way and station grounds..... | 957.27 | 4,292.47 | 5,249.74 | |
| Real estate | | 2,146.99 | 2,146.99 | |
| Grading..... | 78,377.42 | 166,516.99 | 244,894.41 | |
| Bridges, trestles and culverts | 9,469.08 | 39,554.66 | 49,053.74 | |
| Ties | 7,815.01 | 37,619.00 | 45,434.01 | |
| Rails | 56,770.59 | 169,019.85 | 225,790.44 | |
| Track fastenings | 7,060.24 | | 7,060.24 | |
| Frogs and switches | 1,358.42 | 5,478.45 | 6,836.87 | |
| Ballast | 9,227.29 | | 9,227.29 | |
| Track laying and surfacing | 19,584.42 | 41,941.61 | 61,526.03 | |
| Crossings, cattle guards and signs | 106.14 | 143.33 | 249.47 | |
| Telegraph lines | 1,448.34 | 4,088.42 | 5,536.76 | |
| Station buildings and fixtures..... | 26,071.17 | 32,895.45 | 58,966.62 | |
| Shop machinery and tools | | 3,714.85 | 3,714.85 | |
| Docks and wharves | | 13,008.86 | 13,008.86 | |
| Purchase constructed road | | 425,000.00 | 425,000.00 | |
| New sidings, yard extension | 1,426.82 | 78.45 | 1,505.27 | |
| Interest and discount..... | 1,453.00 | | 1,453.00 | |
| Total construction | \$226,370.08 | \$977,295.97 | \$1,203,666.05 | |
| EQUIPMENT— | | | | |
| Locomotives..... | 34,918.30 | 40,983.21 | 75,901.51 | |
| Passenger cars | 3,700.00 | 2,503.54 | 6,203.54 | |
| Freight cars..... | 71,401.12 | 105,820.28 | 177,221.40 | |
| Other cars of all classes | 5,355.49 | 10,371.75 | 15,727.24 | |
| Total equipment | \$115,374.91 | \$159,678.78 | \$275,053.69 | \$8,025.23 |
| Total construction | 226,370.08 | 977,295.97 | 1,203,666.05 | 13,268.74 |
| Grand total cost construction equip- ment, etc | \$341,744.99 | \$1,136,974.75 | \$1,478,719.74 | \$16,263.97 |

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|--------------|--------------|
| Gross earnings from operation—page 35..... | \$220,296.66 | |
| Less operating expenses—page 45..... | 130,400.02 | |
| Income from operation | | \$89,896.64 |
| Total income..... | | \$89,896.64 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on interest-bearing current liabilities accrued, not oth- erwise provided for..... | \$6,697.38 | |
| Taxes..... | 3,859.90 | |
| Total deductions from income..... | | \$10,557.28 |
| Net income..... | | \$79,339.36 |
| Surplus from operations of year ending June 30, 1899..... | | \$79,339.36 |
| Surplus on June 30, 1898 (from general balance sheet, 1898 report) | | 171,490.05 |
| | | \$250,829.41 |
| Surplus on June 30, 1899 (for entry on general balance sheet, page 51)..... | | \$250,829.41 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| PASSENGER— | Actual Earnings. |
|--|------------------|
| Passenger revenue..... | \$35,071.72 |
| Total passenger revenue..... | \$35,071.72 |
| Mall..... | 2,054.78 |
| Express..... | 1,666.24 |
| Extra baggage and storage..... | 2,790.00 |
| Total passenger earnings..... | \$41,582.74 |
| FREIGHT— | |
| Freight revenue..... | 178,713.92 |
| Total passenger and freight earnings..... | \$220,296.66 |
| Total gross earnings from operation—entire line..... | \$220,296.66 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|-------------|
| Repairs of roadway..... | \$18,803.07 |
| Renewals of rails..... | 16.60 |
| Renewals of ties..... | 3,535.98 |
| Repairs and renewals of bridges and culverts..... | 1,470.01 |
| Repairs and renewals of fences, road crossings, signs, and cattle guards..... | 21.52 |
| Repairs and renewals of buildings and fixtures..... | 1,487.05 |
| Repairs and renewals of telegraph..... | 659.31 |
| Other expenses..... | 3.00 |
| Total..... | \$25,966.49 |

MAINTENANCE OF EQUIPMENT.

| | |
|---|-------------|
| Superintendence..... | \$1,582.50 |
| Repairs and renewals of locomotives..... | 4,813.45 |
| Repairs and renewals of passenger cars..... | 512.28 |
| Repairs and renewals of freight cars..... | 7,937.32 |
| Repairs and renewals of shop machinery and tools..... | 468.37 |
| Stationery and printing..... | 25.85 |
| Other expenses..... | 25.01 |
| Total..... | \$15,362.78 |

CONDUCTING TRANSPORTATION.

| | |
|---|-------------|
| Superintendence..... | \$258.03 |
| Engine and roundhouse men..... | 12,672.37 |
| Fuel for locomotives..... | 21,677.11 |
| Water supply for locomotives..... | 809.58 |
| Oil, tallow and waste for locomotives..... | 642.92 |
| Other supplies for locomotives..... | 364.12 |
| Train service..... | 9,035.79 |
| Train supplies and expenses..... | 2,754.97 |
| Switchmen, flagmen and watchmen..... | 3,035.48 |
| Telegraph expenses..... | 1,648.77 |
| Station service..... | 2,887.18 |
| Station supplies..... | 292.42 |
| Switching charges—balance..... | 51.00 |
| Car mileage—balance..... | 1,183.68 |
| Hire of equipment—balance..... | 272.51 |
| Loss and damage..... | 1,029.67 |
| Injuries to persons..... | 575.00 |
| Clearing wrecks..... | 51.88 |
| Outside agencies..... | 311.05 |
| Rents for tracks, yards and terminals—page 47, B..... | 2,992.10 |
| Rents of buildings and other property..... | 719.00 |
| Stationery and printing..... | 840.78 |
| Other expenses..... | 10,347.72 |
| Total..... | \$75,117.08 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|-------------|
| Salaries of general officers..... | \$8,424.88 |
| Salaries of clerks and attendants..... | 1,007.66 |
| General office expenses and supplies..... | 749.22 |
| Insurance..... | 3,169.12 |
| Law expenses..... | 70.00 |
| Stationery and printing (general offices)..... | 352.63 |
| Other expenses..... | 150.21 |
| Total..... | \$13,923.72 |

RECAPITULATION OF EXPENSES.

| | |
|---|--------------|
| Maintenance of way and structures..... | \$25,996.49 |
| Maintenance of equipment..... | 15,362.78 |
| Conducting transportation..... | 75,117.08 |
| General expenses..... | 13,923.72 |
| Grand total..... | \$130,400.02 |
| Percentage of expenses to earnings—Minnesota..... | .592 |

(Page 47).

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| Description of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|---|-------------------------------|---|-----------|------------|
| TERMINALS— Depot warehouse and track..... | Brainerd, Minn. | N. P. Ry. Co. | *\$150.00 | \$2,992.10 |
| Heat, light and power..... | Brainerd, Minn. | Brainerd Lumber Co. | * 150.00 | |
| Total..... | | | | \$2,992.10 |

* Per month.

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|--------|---------------------------------|----------------|----------------------------|---------------------|
| Item. | Total. | Assets. | Item. | Total. | Increase. Decrease. |
| \$977,235.97 | | Cost of road—page 27 | \$1,208,886.05 | ..... | \$226,370.08 |
| 159,073.73 | | Cost of equipment—page 29 | 275,063.69 | ..... | 116,374.91 |
| 27,237.56 | | Cash and current assets—page 28 | 31,167.59 | ..... | 3,840.03 |
| 4,865.25 | | OTHER ASSETS— | 2,585.40 | ..... | ..... |
| | | Materials and supplies | ..... | ..... | ..... |
| | | Profit and loss—page 31 (or 33) | ..... | ..... | \$1,779.85 |
| | | Grand total | ..... | \$1,512,442.73 | 1,779.85 |
| \$1,168,637.56 | | | | \$948,806.17 | ..... |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|--------|---------------------------------|--------------|----------------------------|---------------------|
| Item. | Total. | LIABILITIES. | Item. | Total. | Increase. Decrease. |
| \$500,000.00 | | Capital stock—page 17 | \$500,000.00 | ..... | ..... |
| 497,147.51 | | Current liabilities—page 28 | 761,613.32 | ..... | ..... |
| 171,460.05 | | Profit and loss—page 31 (or 33) | 280,829.41 | ..... | \$264,465.81 |
| | | Grand total | ..... | \$1,512,442.73 | 79,889.36 |
| \$1,168,637.56 | | | | \$948,806.17 | ..... |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in Mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

Increase in cost of road by reason of extension of 31 miles, Walker to Bemidji, Minnesota. (See page 9.)

Decrease of mileage of side branches by reason of tracks to logging stations being taken up during year.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Operate own express company.
2. Mail route established by United States mail service department, according to law.
3. No sleeping, parlor or dining cars.
4. No transportation companies.
7. Operate own telegraph line.

(Page 59.)

EMPLOYES AND SALARIES STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Compensation | Average Daily Compensation. |
|---|---------|---------------------------------------|---------------------------------|-----------------------------------|
| General officers..... | 6 | 1,878 | \$8,424.88 | \$4.49 |
| General office clerks..... | 2 | 626 | 1,007.66 | 1.61 |
| Station agents..... | 5 | 1,644 | 2,887.18 | 1.76 |
| Enginemen..... | 9 | 2,554 | 7,060.60 | 2.77 |
| Firemen..... | 12 | 2,638 | 4,620.60 | 1.75 |
| Conductors..... | 5 | 1,804 | 4,457.33 | 2.47 |
| Other trainmen..... | 14 | 4,318 | 5,625.91 | 1.80 |
| Machinists..... | 2 | 656 | 1,698.44 | 2.59 |
| Carpenters..... | 20 | 3,765 | 6,585.97 | 1.74 |
| Other shopmen..... | 19 | 5,162 | 7,402.94 | 1.44 |
| Section foremen..... | 11 | 3,642 | 5,542.31 | 1.52 |
| Other trackmen..... | 45 | 8,406 | 10,430.11 | 1.24 |
| Telegraph operators and dispatchers..... | 3 | 822 | 1,808.10 | 2.20 |
| Total (including general officers)—Minnesota..... | 153 | 37,910 | \$67,552.03 | 1.78 |
| Less general officers..... | 6 | 1,878 | 8,424.88 | 4.49 |
| Total (excluding general officers)—Minnesota..... | 147 | 36,032 | \$59,127.15 | ..... |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration..... | | | \$9,432.54 | ..... |
| Maintenance of way and structures..... | | | 15,972.42 | ..... |
| Maintenance of equipment..... | | | 15,687.35 | ..... |
| Conducting transportation..... | | | 26,459.72 | ..... |
| Total (including general officers)—Minnesota..... | | | \$67,552.03 | ..... |
| Less general officers..... | | | 8,424.88 | ..... |
| Total (including general officers)—entire line..... | | | \$59,127.15 | ..... |

(Page 58.)

EXPLANATORY REMARKS.

President serves without compensation.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|--|--|-------------------------------|--------|--------|
| | | Dol. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 25,546 | | | |
| Number of passengers carried one mile..... | 987,117 | | | |
| Number of passengers carried one mile per mile of road..... | 10,377 | | | |
| Average distance carried..... | 36.68 | | | |
| Total passenger revenue—page 35..... | | \$35,071. | 72 | |
| Average amount received from each passenger..... | | | 1.37 | |
| Average receipts per passenger per mile..... | | | 08.74 | |
| Total passenger earnings—page 35..... | | 41,582. | 74 | |
| Passenger earnings per mile of road..... | 90.92 | | 457. | 35.5 |
| Passenger earnings per train mile..... | 128.54 | | 8.24 | |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 68..... | 347,984 | | | |
| Number of tons carried one mile..... | 15,983,104 | | | |
| Number of tons carried one mile per mile of road..... | 178,778 | | | |
| Average distance haul of one ton..... | 45.88 | | | |
| Total freight revenue—page 35..... | | 178,713. | 92 | |
| Average amount received for each ton of freight..... | | | 51.3 | |
| Average receipts per ton per mile..... | | | 01.11 | |
| Total freight earnings—page 35..... | | 178,713. | 92 | |
| Freight earnings per mile of road..... | 90.92 | | 1,965. | 92 |
| Freight earnings per train mile..... | 148,080 | | 1.20. | 7 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 213,785. | 64 | |
| Passenger and freight revenue per mile of road..... | 90.92 | | 2,861. | 37 |
| Passenger and freight earnings—page 35..... | | 220,295. | 66 | |
| Passenger and freight earnings per mile of road..... | 90.92 | | 2,422. | 97 |
| Gross earnings from operation—page 35..... | | 220,295. | 66 | |
| Gross earnings from operation per mile of road..... | 90.92 | | 2,422. | 97 |
| Gross earnings from operation per train mile..... | 160,984 | | 1.36. | 8 |
| Operating expenses—page 45..... | | 130,400. | 02 | |
| Operating expenses per mile of road..... | 90.92 | | 1,434. | 22 |
| Operating expenses per train mile..... | 160,984 | | 51.0 | |
| Income from operation—page 31..... | | 89,896. | 64 | |
| Income from operation per mile of road..... | 90.92 | | 983. | 74.4 |
| TRAIN MILEAGE— | | | | |
| Miles run by freight trains..... | 109,516 | | | |
| Miles run by mixed trains..... | 51,418 | | | |
| Total Mileage Trains Earning Revenue..... | 160,934 | | | |
| Miles run by switching trains..... | 42,128 | | | |
| Miles run by construction and other trains..... | 13,209 | | | |
| Grand Total Train Mileage..... | 216,271 | | | |
| Average number of freight cars in train..... | 14½ | | | |
| Average number of empty cars in train..... | 13½ | | | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded).

| COMMODITY. | Freight Originat- ing on this Road— Tons. | Freight Received from Con- necting Roads and Other Carriers— Tons. | TOTAL FREIGHT TONNAGE. | |
|------------------|--|---|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Logs..... | 325,908 | ..... | 325,908 | ..... |
| Merchandise..... | 22,156 | ..... | 22,156 | ..... |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|--|------------------------------|---------------------------------|---------------------------------------|--------------|--|------------------------|
| | | | No. | Name. | No. | Name. |
| Locomotives Owned and Leased— | | | | | | |
| Passenger..... | 1 | 1 | 1 | Westinghouse | ..... | ..... |
| Freight..... | 7 | 7 | 7 | Westinghouse | ..... | ..... |
| Switching..... | 4 | 2 | 2 | Westinghouse | ..... | ..... |
| Total locomotives in service..... | 12 | 10 | | | | |
| Total locomotives owned..... | | 12 | | | | |
| Cars, Owned and Leased, in Passen- ger Service— | | | | | | |
| First-class cars..... | 1 | 1 | 1 | Westinghouse | 1 | J. Standard |
| Second-class cars..... | 1 | 1 | 1 | Westinghouse | 1 | ..... |
| Combination cars..... | 1 | 1 | 1 | Westinghouse | 1 | ..... |
| Total..... | 3 | 3 | | | 3 | |
| In Freight Service— | | | | | | |
| Box cars..... | 1 | 1 | 1 | Westinghouse | 1 | Standard |
| Flat cars..... | 170 | 193 | 170 | Westinghouse | 170 | Tower |
| Other cars in freight service, log- ging..... | 298 | 195 | 195 | Westinghouse | 6 | { 3 Tower { 3 Heine |
| Total..... | 170 | 492 | 365 | | 177 | |
| In Company's Service— | | | | | | |
| Caboose cars..... | 2 | 7 | ..... |  | ..... | ..... |
| Total..... | 2 | 7 | ..... |  | ..... | ..... |
| Total cars in service..... | 172 | 502 | 365 | | 180 | |
| Total cars owned..... | 172 | 502 | 365 | | 180 | |

(Page 67.)

MILEAGE.

Mileage of Road Operated (All Tracks.)

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed during Year | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 90.92 | ..... | ..... | ..... | ..... | ..... | 90.92 | ..... | ..... | 90.92 |
| Miles of yard track and sidings ..... | ..... | 6.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total mileage operated (all tracks) .. | 90.92 | 6.50 | ..... | ..... | ..... | ..... | 90.92 | ..... | ..... | 90.92 |

(Page 69.) CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|-------------------|----------------------------|--------------------------|----------------------------------|------------|--|
| Passenger..... | 980 | 286 | 980 | 51,418 | 38.11 |
| Freight..... | 3,518 | 84 | 3,518 | 109,516 | 64.24 |
| Switching..... | 416 | 793 | 416 | 42,128 | 19.96 |
| Construction..... | 1,554 | 121 | 1,554 | 13,209 | 23.529 |
| Total..... | 6,468 | 1,284 | 6,468 | 216,271 | ..... |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------|------------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Falling from trains and engines | 1 | 6 | ..... | ..... | ..... | 7 | ..... | ..... |
| Total..... | 1 | 6 | ..... | ..... | ..... | 7 | ..... | ..... |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|-------------------|-------------|---------|--------------|---------|---------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Collisions | | | 1 | ..... | ..... | ..... | ..... | ..... |
| Other causes..... | | | | | 2 | ..... | ..... | ..... |
| Total..... | | | 1 | ..... | 2 | ..... | ..... | ..... |

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT. | | | PROFILE. | | | | | |
|--------------------------------|--------------|--------|--------------------|--|---------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From. | To. | Miles. | Num-ber of Curves. | Aggreg't Length of Curved Line, Miles. | Length of Straight Line, Miles. | Length of Level Line, Miles. | Ascending Grades. | | | Descending Grades. | | |
| | | | | | | | No. | Sum of Ascents, Feet. | Aggregate Length of Ascending Grades, Miles. | No. | Sum of Descents, Feet. | Aggregate Length of Descending Grades, Miles. |
| Brainerd..... | Walker..... | 59.13 | 79 | 12.53 | 46.60 | 26.21 | 48 | 530 | 17.80 | 29 | 410 | 15.02 |
| Walker..... | Bemidji..... | 31.79 | 31 | 8.14 | 23.49 | 11.35 | 23 | 299 | 9.98 | 18 | 276 | 10.40 |
| Total..... | ..... | 90.92 | 110 | 20.67 | 70.09 | 37.46 | 71 | 729 | 27.78 | 47 | 686 | 25.42 |

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|------------------|---------|-------------------------|-----------------------|-----------------------|
| BRIDGES— | | | | |
| Wooden..... | 2 | 60 | 30 | 30 |
| Combination..... | 1 | 150 | | |
| Total..... | 3 | 210 | | |
| Trestles..... | 28 | 5,289 | 78 | 2,476 |

Gauge of track, 4 feet 8½ inches. 90.92 miles.

TELEGRAPH.

Owned by Company Making this Report.

| | |
|--------------------|-------|
| Miles of line..... | 90.92 |
| Miles of wire..... | 90.92 |

OPERATED BY THIS COMPANY—

| | |
|--------------------|-------|
| Miles of line..... | 90.92 |
| Miles of wire..... | 90.92 |

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock Not the Property of Railroads, Nor Consigned for Use by Lease.

(See opposite.)

(Page 78.)

EXPLANATORY REMARKS.

No arrangement with freight lines.

The customary rate of mileage is paid for foreign cars on this line without distinction.

Burlington, Cedar Rapids & Northern Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Burlington, Cedar Rapids & Northern Railway Company.

2. Date of organization? June 22, 1876.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. In Iowa under the provision of title 9, chapter 1, of the Code of Iowa, adopted in 1873; reorganized June 22, 1876, by articles of incorporation filed June 22, 1876. In Minnesota under the General Laws of the State of Minnesota by articles of incorporation filed May 26, 1882, and as amended July 17, 1884. In South Dakota by articles of incorporation filed July 5, 1884, and filed again under the State Laws of South Dakota, July 31, 1890.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Burlington, Cedar Rapids & Northern Railway Company was organized in 1876, and by lease acquired, from time to time, the Iowa City & Western; the Cedar Rapids, Iowa Falls & Northwestern; the Cedar Rapids & Clinton, and the Chicago, Decorah & Minnesota Railways; a majority of the stock to control the leased lines, and guaranteeing the principal and the interest of their bonded indebtedness. The bonded indebtedness of the above lines has been in part consolidated, and in due time the entire consolidation will be accomplished.

5. Date and authority for each consolidation? The Burlington, Cedar Rapids & Minnesota Ry. June 30, 1868, chapter 52, Code of Iowa. The Burlington, Cedar Rapids & Northern Ry. June 22, 1876, title 9, chapter 1, Code of Iowa. (For particulars a copy has been filed with the Interstate Commerce Commission.)

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Burlington, Cedar Rapids & Northern Railway Co. is a reorganized company created by the foreclosure and purchase of the Burlington, Cedar Rapids & Minnesota Ry., a corporation formed by the consolidation of the Cedar Rapids & Burlington, and the Cedar Rapids & Minnesota Railways, June 30, 1868. The articles of incorporation of said Burlington, Cedar Rapids & Minnesota, existing under the provision of chapter 52, of the Code of Iowa, were filed for record March 27, 1871; Feb. 27, 1872, and again as amended June 22, 1873.

7. What carrier operates the road of this company? The Burlington, Cedar Rapids & Northern Railway Co.

(Page 5.)

ORGANIZATION.

| Name of Directors. | Postoffice Address. | Date of Expiration of Term. |
|--------------------|-----------------------|-----------------------------|
| Geo. W. Cable..... | Davenport, Ia..... | Term expires 1900 |
| Thos. Hedge..... | Burlington, Ia..... | Term expires 1900 |
| J. Carskadden..... | Muscatine, Ia..... | Term expires 1900 |
| C. J. Ives..... | Cedar Rapids, Ia..... | Term expires 1900 |
| J. C. Peasley..... | Chicago, Ill..... | Term expires 1901 |
| J. W. Blythe..... | Burlington, Ia..... | Term expires 1901 |
| W. G. Purdy..... | Chicago, Ill..... | Term expires 1901 |
| Robt. Mather..... | Chicago, Ill..... | Term expires 1901 |
| R. R. Cable..... | Chicago, Ill..... | Term expires 1902 |
| C. P. Squire..... | Burlington, Ia..... | Term expires 1902 |
| Wm. Carson..... | Burlington, Ia..... | Term expires 1902 |
| F. H. Griggs..... | Davenport, Ia..... | Term expires 1902 |
| A. Kimball..... | Davenport, Ia..... | Term expires 1902 |

Total number of stockholders at date of last election? 284.

Date of last meeting of stockholders for election of directors? May 28, 1899.

Give postoffice address of general office? Cedar Rapids, Ia.

Give name and address of officer to whom correspondence regarding this report should be addressed? J. C. Brocksmit, general auditor, Cedar Rapids, Ia.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-------------------------------|----------------------|---------------------|
| Chairman of the board..... | R. R. Cable..... | Chicago, Ill. |
| President..... | C. J. Ives..... | Cedar Rapids, Ia. |
| Vice-president..... | Robt. Williams..... | Cedar Rapids, Ia. |
| Secretary..... | S. S. Dorwart..... | Cedar Rapids, Ia. |
| Treasurer..... | H. H. Hollister..... | New York, N. Y. |
| Assistant treasurer..... | S. S. Dorwart..... | Cedar Rapids, Ia. |
| General solicitor..... | S. K. Tracy..... | Cedar Rapids, Ia. |
| Auditor, general..... | J. C. Brocksmit..... | Cedar Rapids, Ia. |
| Auditor, ticket..... | G. C. Gilfillan..... | Cedar Rapids, Ia. |
| Auditor, freight..... | W. F. Brocksmit..... | Cedar Rapids, Ia. |
| Chief engineer..... | H. F. White..... | Cedar Rapids, Ia. |
| General superintendent..... | Robt. Williams..... | Cedar Rapids, Ia. |
| Superintendent..... | Geo. A. Goodell..... | Cedar Rapids, Ia. |
| Assistant superintendent..... | P. A. Murphy..... | Cedar Rapids, Ia. |
| Division superintendent..... | W. P. Ward..... | Estherville, Ia. |
| Supt. of telegraph..... | T. S. Spafard..... | Cedar Rapids, Ia. |
| General freight agent..... | T. Simmons..... | Cedar Rapids, Ia. |
| General passenger agent..... | J. T. Morton..... | Cedar Rapids, Ia. |
| General ticket agent..... | J. T. Morton..... | Cedar Rapids, Ia. |
| General baggage agent..... | J. T. Morton..... | Cedar Rapids, Ia. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports).

Name of every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company,
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|--|------------------------|--------------------------|------------------------------------|--|
| | From. | To. | | |
| Cedar Rapids, Iowa Falls & Northwestern Ry | State Line, Minn. | Albert Lea, Minn. | | 12.57 |
| | State Line, Minn. | Ellsworth, Minn. | | 2.34 |
| | State Line, Minn. | Worthington, Minn. | | 13.46 |
| | State Line, Minn. | State Line, S. Dak. | | 55.43 |
| | Trosky, Minn. | Jasper, Minn. | | 9.18 |
| Total | | | | 92.98 |

(Page 9.)

PROPERTY OPERATED.

| | | | | |
|---|-------------------------|---------------------------|-------|----------|
| 1. Burlington, Cedar Rapids & Northern Ry.— | | | | |
| a Main line | Burlington, Iowa | Albert Lea, Minn. | | a241.82 |
| b Milwaukee division | Linn Jct., Iowa | Postville, Iowa | 94.13 | |
| Muscatine division | Muscatine, Iowa | Riverside, Iowa | 30.58 | |
| Pacifi c division | Vinton, Iowa | Holland, Iowa | 48.12 | |
| | | | | 172.83 |
| Davenport division | Bennett, Iowa | Davenport, Iowa | 31.51 | 31.51 |
| 2. Iowa City & Western Ry. | Iowa City, Iowa | What Cheer, Iowa | 57.22 | |
| b Montezuma branch | Thornburg, Iowa | Montezuma, Iowa | 15.80 | |
| | | | | 73.02 |
| 2. C. R. I. F. & N. W. Ry. | Holland, Iowa | Watertown, S. Dak. | | 327.98 |
| b Dow's extension | Dows, Iowa | Armstrong, Iowa | 91.26 | |
| Hayfield branch | Garner, Iowa | Madison Jct., Iowa | 6.42 | |
| Sioux Falls extension | Ellsworth, Minn. | Sioux Falls, S. Dak. | 42.49 | |
| Lake Park extension | Lake Park, Iowa | Worthington, Iowa | 17.65 | |
| Trosky extension | Trosky, Minn. | Jasper, Minn. | 9.18 | |
| | | | | 167.00 |
| 2. Cedar Rapids & Clinton Ry. . | Iowa City, Iowa | Clinton, Iowa | 79.20 | |
| b Quarry line | Near Plato, Iowa | Quarry, Iowa | 2.74 | |
| | | | | 81.94 |
| 2. Chicago, Decorah & Minn. Ry. | Postville Jct., Iowa .. | Decorah, Iowa | 23.30 | 23.30 |
| 4. Waverly Shortline, Iowa | Near Winslow, Iowa .. | Waverly, Iowa | 5.68 | 5.68 |
| 5. Iowa Central Ry | Manly Jct., Iowa | Northwood, Iowa | 11.39 | 11.39 |
| Total | | | | 1,136.47 |

a Length of main line is 253.21 miles, including the 11.39 miles from Manly Junction to Northwood, leased from the Iowa Central Railway Co. These deducted from the 253.21 make leased 241.82 miles owned by the Burlington, Cedar Rapids & Northern Railway Co.

(Page 10.)

EXPLANATORY REMARKS.

This company does not own any government land grants, coal lands, nor any other business property, neither ferries, steamboats, nor any other instrumentalities of commerce.

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Author- ized. | Par Value of Shares. | Total Par Value Author- ized. | Total Amount Issued and Out- standing. | Dividends Declared During Year. | |
|--|---|----------------------------|--|--|------------------------------------|-----------|
| | | | | | Rate. | Amount. |
| Capital stock, common, B., C. R. & N. R'y | 900,000 | \$100 | \$90,000,000 | \$5,500,000 | 6 | \$330,000 |
| Leased lines | 240,000 | 100 | 24,000,000 | 1,735,000 | | |
| Total | 540,000 | | \$54,000,000 | \$7,235,000 | | \$330,000 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued Dur- ing Year. | Total Number Shares Issued and Outstanding | Total Cash Realized. |
|--|--|---|--|-------------------------|
| Issued for construction, common..... | | | 17,350 | |
| Issued for reorganization, common..... | | | 55,000 | |
| Total | | | *72,350 | |

*Issued without money consideration.

(Page 18.)

EXPLANATORY REMARKS.

A. Under the contract with the leased lines the controlling amount of stock is issued to the B., C. R. & N. R'y Co., out of which from time to time the stock is to be issued on the certificates of the county treasurers for the local aid under the law governing such.

B. For each main line bond, \$800 bonds and 7 shares of stock. For each Milwaukee division bond, \$500 bonds and 5 shares of stock. For each Pacific division bond, \$250 bonds and 2½ shares of stock. For each Muscatine division bond, \$300 bonds and 3 shares of stock.

The main line, Milwaukee division, Pacific division and Muscatine division form the B., C. R. & N. R'y proper, or 402.08 miles.

(Page 16.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|--------------------------------|----------------|------------|-----------------------------|----------------|---------------------|---------------------------------|---------------|--------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate, Per Ct. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First Mortgage— | | | | | | | | | | |
| Burlington, Ced. R. & N. Ry... | June, 1877 | June, 1906 | *See page 16 | \$6,500,000 | \$6,500,000 | See note 16 | 5 | June and Dec.... | \$325,000 | \$325,000 |
| Minneapolis & St. Louis Ry.... | June, 1877 | June, 1927 | See page 16 | 150,000 | 150,000 | See note 16 | 7 | June and Dec.... | 10,500 | 10,500 |
| Cedar Rap., I. F. & N. W. Ry.. | Oct., 1880 | Oct., 1920 | 1,300,000 | *825,000 | 825,000 | \$768,125.00 | 6 | April and October. | 49,500 | 49,500 |
| Cedar Rap., I. F. & N. W. Ry.. | Oct., 1881 | Oct., 1921 | 1,000,000 | 1,905,000 | 1,905,000 | 1,700,000.00 | 5 | April and October. | 95,250 | 95,250 |
| Consolidated Ry | 1884.... | 1934..... | Not limited | 6,383,000 | 6,383,000 | 5,160,722.50 | 5 | April and October. | 319,150 | 319,150 |
| Total..... | | | | \$15,763,000 | \$15,763,000 | | | | \$799,400 | \$799,400 |

* These bonds have been taken up and exchanged for 5 per cent consolidated bonds.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued during Year. | Amount Paid during Year. |
| Mortgage bonds—page 19..... | \$15,768,000 | \$15,768,000 | \$799,400 | \$799,400 |
| Miscellaneous obligations—page 19..... | ..... | ..... | ..... | ..... |
| Income bonds—page 19..... | ..... | ..... | ..... | ..... |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... |
| Total..... | \$15,768,000 | \$15,768,000 | \$799,400 | \$799,400 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|----------------|---|----------------|
| Cash..... | \$90,738.71 | Admitted vouchers and accounts..... | \$118,085.12 |
| Bills receivable..... | 110,000.00 | Wages and salaries..... | 274,870.16 |
| Due from agents..... | 104,525.98 | | |
| Due from solvent companies and individuals..... | 112,046.46 | Total current liabilities..... | \$392,455.28 |
| Net traffic balances due from other companies..... | 66,448.68 | Balance cash assets..... | 1,068,720.76 |
| Other cash assets (excluding materials and supplies)*..... | 62,861.26 | Total..... | \$1,446,676.04 |
| Total cash and current assets..... | \$1,446,676.04 | | |

* Materials and supplies on hand, \$257,442.80. (See general balance sheet, page 40.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---|------------------------------|----------------|-------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17 | \$7,235,000 | \$7,235,000 | ..... | 1,119.40 | \$6,403.28 |
| Bonds—page 19 (grand total) | 15,763,000 | 15,763,000 | ..... | 1,119.40 | 14,081.65 |
| Equipment trust obligations—page 21 | | | | | |
| Total | \$22,998,000 | \$22,998,000 | ..... | 1,119.40 | \$20,544.93 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|----------------|--------------|--------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Burlington, Cedar Rapids & Northern Ry | \$5,500,000 | \$6,500,000 | \$12,000,000 | ..... | ..... |
| Minneapolis & St. Louis Ry | | 150,000 | 150,000 | ..... | ..... |
| Iowa City & Western Ry | 600,000 | | 600,000 | ..... | ..... |
| Cedar Rapids, Iowa Falls & North-Western Ry | 605,000 | 2,730,000 | 3,335,000 | ..... | ..... |
| Cedar Rapids & Clinton Ry | 300,000 | | 300,000 | ..... | ..... |
| Chicago, Decorah & Minnesota Ry | 230,000 | | 230,000 | ..... | ..... |
| Consolidated Railway | | 6,383,000 | 6,383,000 | ..... | ..... |
| Grand total | \$7,235,000 | \$15,763,000 | \$22,998,000 | 1,119.40 | \$20,544.93 |

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

(Page 27.)

| ITEM. | EXPENDITURES DURING YEAR. | | | | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost per Mile. |
|--|--|--|--|---|------------------------------------|------------------------------------|----------------|
| | Not Included in Operating Expenses. | | Charged to In- come Account as Permanent Improve- ments. | Charged to Construction or Equipment. | | | |
| | Included in Operating Expenses. | | | | | | |
| CONSTRUCTION— | | | | | | | |
| Engineering..... | | | | \$22,775.00 | \$22,028,630.47 | \$22,028,630.47 | \$19,678.96 |
| Right of way and station grounds..... | | | | 12,729.11 | 22,775.00 | 22,775.00 | ..... |
| Interest and discount..... | | | | 1,800.00 | 12,729.11 | 12,729.11 | ..... |
| General expenses..... | | | | | 1,800.00 | 1,800.00 | ..... |
| Total construction..... | | | | \$37,304.11 | \$22,028,630.47 | \$22,065,934.58 | \$19,712.28 |
| EQUIPMENT— | | | | | | | |
| Passenger cars (8)..... | \$34,622.96 | | | | | | |
| Freight cars (482)..... | 115,377.04 | | | | | | |
| Total equipment..... | \$250,000.00 | | | | \$4,201,924.84 | \$4,201,924.84 | \$3,753.72 |
| Total construction—page 27..... | | | | | | 22,065,934.58 | 19,712.28 |
| Grand total cost construction, equipment, etc..... | | | | | | | \$23,406.00 |
| Total cost construction, equipment, etc.—State of Min- nesota*..... | | | | | | \$2,181,808.68 | \$23,406.00 |

* On mileage basis.

(Page 31.)

INCOME ACCOUNT—ENTIRE LINE.

(For Roads Making Operating Reports.)

| | | |
|---|----------------|----------------|
| Gross earnings from operation—page 35..... | \$4,796,105.43 | |
| Less operating expenses—page 45..... | 3,217,996.25 | |
| Income from operation..... | | \$1,578,109.18 |
| Miscellaneous income—less expenses—page 41..... | \$68,328.85 | |
| Income from other sources..... | \$68,328.85 | 68,328.85 |
| Total income..... | | \$1,646,438.03 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$799,400.00 | |
| Rents paid for lease of road—page 47, A..... | 14,000.00 | |
| Taxes..... | 146,748.08 | |
| Other deductions..... | 13,303.57 | |
| Total deductions from income..... | | 973,451.65 |
| Net income..... | | \$672,986.38 |
| Dividends, 6 per cent, common stock—page 17..... | \$330,000.00 | |
| Total..... | \$330,000.00 | \$330,000.00 |
| Surplus from operations of year ending June 30, 1899..... | | 342,986.38 |
| Surplus on June 30, 1898 (from general balance sheet, 1898 report) | | 2,557,752.30 |
| Additions for year..... | | 53,536.78 |
| Surplus on June 30 (for entry on general balance sheet, page 51)..... | | \$2,954,295.46 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$40,990.23 | | \$40,990.23 |
| Less repayments <i>a</i> | \$1,018.00 | \$1,018.00 | |
| Total deductions..... | | \$1,018.00 | 1,018.00 |
| Total passenger revenue..... | | | \$39,972.23 |
| Mail..... | | | 11,274.12 |
| Express..... | | | 4,487.88 |
| Total passenger earnings..... | | | \$55,734.23 |
| FREIGHT— | | | |
| Freight revenue..... | \$165,731.33 | | \$165,731.33 |
| Total freight revenue..... | | | \$165,731.33 |
| Total freight earnings..... | | | \$165,731.33 |
| Total gross earnings from operation—Minnesota... | | | \$221,465.56 |
| Total gross earnings from operation—entire line... | | | \$4,796,105.43 |

a Account interchangeable mileage.

(Page 37.)

STOCKS OWNED.

Railway Stocks.

| NAME. | Total Par Value. | Rate. | Income or Dividend Received. | Valuation. |
|--------------------------------------|---------------------|-------|------------------------------------|-------------|
| | | | | |
| Shares. | | | | |
| Iowa City & Western Ry | \$553,200 | | | \$553,200 |
| C. R. I. F. & N. W. Ry | 515,100 | | | 515,100 |
| Cedar Rapids & Clinton Ry..... | 299,500 | | | 299,500 |
| Chicago, Decorah & Minnesota Ry..... | 229,300 | | | 229,300 |
| 15,971 | | | | |
| Total..... | \$1,597,100 | | | \$1,597,100 |

(Page 41.)

RENTALS RECEIVED.

Rentals Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|-----------------------------|----------------------------------|--|-------|---------|
| Tracks, third rail..... | Mediapolis | Burlington & N. W. Ry. | | \$6,000 |
| Total..... | | | | \$6,000 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Mis- cellaneous Income. |
|-----------------------------|------------------|-------------------|-----------------------------------|
| Miscellaneous receipts..... | | | \$66,975.41 |
| Lots leased and sold..... | | | 1,353.44 |
| Total..... | | | \$68,328.85 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|----------------|
| Repairs of roadway | \$538,241.17 |
| Renewals of rails | 62,259.14 |
| Renewals of ties | 162,475.95 |
| Repairs and renewals of bridges and culverts | 14,019.37 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 7,009.98 |
| Repairs and renewals of docks and wharves | 7,235.53 |
| Repairs and renewals of telegraph | 300.30 |
| Stationery and printing | 25.10 |
| Total | \$1,145,764.22 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|--------------|
| Superintendence | \$27,356.55 |
| Repairs and renewals of locomotives | 129,562.25 |
| Repairs and renewals of passenger cars | 55,764.70 |
| Repairs and renewals of freight cars | 144,942.60 |
| Repairs and renewals of work cars | 4,200.22 |
| Repairs and renewals of equipment | 250,000.00 |
| Repairs and renewals of shop machinery and tools | 11,392.55 |
| Stationery and printing | 566.53 |
| Other expenses | 22,541.56 |
| Total | \$640,326.96 |

CONDUCTING TRANSPORTATION.

| | |
|--|----------------|
| Superintendence | \$55,068.46 |
| Engine and roundhouse men | 278,590.49 |
| Fuel for locomotives | 242,501.01 |
| Water supply for locomotives | 14,494.18 |
| Oil, tallow and waste for locomotives | 9,988.00 |
| Other supplies for locomotives | 2,464.79 |
| Train service | 192,262.80 |
| Train supplies and expenses | 42,288.12 |
| Switchmen, flagmen and watchmen | 59,539.95 |
| Telegraph expenses | 84,898.05 |
| Station service | 194,921.68 |
| Station supplies | 18,071.29 |
| Switching charges—balance | 9,573.73 |
| Loss and damage | 9,452.12 |
| Injuries to persons | 24,500.10 |
| Clearing wrecks | 3,163.54 |
| Advertising | 17,295.99 |
| Outside agencies | 8,247.65 |
| Commissions | 12,067.05 |
| Rents for tracks, yards and terminals—page 47, B | 5,299.32 |
| Rents of buildings and other property | 783.00 |
| Stationery and printing | 20,121.64 |
| Other expenses | 5,882.23 |
| Total | \$1,311,574.19 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|---------------------|
| Salaries of general officers..... | \$38,808.09 |
| Salaries of clerks and attendants..... | 45,284.75 |
| General office expenses and supplies..... | 4,747.40 |
| Insurance..... | 8,029.04 |
| Law expenses..... | 14,110.19 |
| Stationery and printing (general offices)..... | 5,577.96 |
| Other expenses..... | 3,773.46 |
| Total..... | \$120,330.88 |

RECAPITULATION OF EXPENSES.

| | |
|--|-----------------------|
| Maintenance of way and structures..... | \$1,145,764.22 |
| Maintenance of equipment..... | 640,826.96 |
| Conducting transportation..... | 1,311,574.19 |
| General expenses..... | 120,330.88 |
| Grand total..... | \$3,217,996.25 |
| Percentage of expenses to receipts—entire line..... | 67.096-1000 |
| Total (including taxes)..... | \$161,452.67 |
| Percentage of expenses to earnings—Minnesota, including taxes..... | 73.358-1000 |

(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|----------------------------|-------------------------------|--------------------------------|--------------------|--------------------|
| Iowa Central Ry..... | | | \$14,000.00 | \$14,000.00 |
| Total rents, A..... | | | \$14,000.00 | \$14,000.00 |

B. Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|----------------------------|-------------------------------|---|----------|-------------------|
| Terminals..... | Muscatine..... | C. R. I. & P. Ry..... | \$720.00 | ..... |
| Terminals..... | Burlington..... | C. B. & Q. Ry..... | 3,582.67 | ..... |
| Terminals..... | Worthington..... | C. St. P. M. & O. Ry..... | 466.73 | ..... |
| Terminals..... | Davenport..... | C. R. I. & P. Ry..... | 499.92 | ..... |
| Total..... | ..... | ..... | ..... | \$5,269.32 |
| Grand total, B..... | ..... | ..... | ..... | \$5,269.32 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 4b.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|-----------------|---------------------------------|-----------------|----------------------------|------------|
| Item. | Total. | ASSETS. | | Increase. | Decrease. |
| \$22,028,680.47 | | Cost of road—page 27 | \$22,065,884.58 | \$37,904.11 | ..... |
| 4,201,924.84 | | Cost of equipment—page 29 | 4,201,924.84 | ..... | ..... |
| 1,568,900.00 | | Stock owned—page 37 | 1,597,100.00 | ..... | \$1,800.00 |
| 906,405.26 | | Cash and current assets—page 23 | 1,446,076.04 | 540,270.78 | ..... |
| 256,791.22 | | OTHER ASSETS— | ..... | ..... | ..... |
| | | Materials and supplies | 257,442.80 | 651.58 | ..... |
| ..... | \$28,992,651.79 | Grand Total | \$29,569,078.26 | \$578,226.47 | \$1,800.00 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|-----------------|---------------------------------------|-----------------|----------------------------|-----------|
| Item. | Total. | LIABILITIES. | | Increase. | Decrease. |
| \$7,235,000.00 | | Capital stock—page 17 | \$7,235,000.00 | ..... | ..... |
| 15,768,000.00 | | Funded debt—page 23 | 15,768,000.00 | ..... | ..... |
| 213,051.97 | | Current liabilities—pages 25 | 362,955.28 | \$179,903.31 | ..... |
| 8,223,847.52 | | Additional improvements and equipment | 8,223,847.52 | ..... | ..... |
| 2,557,752.30 | | Profit and loss—page 31 (or 33) | 2,954,275.46 | 306,523.16 | |
| | \$28,992,651.79 | Grand Total | \$29,569,078.26 | \$576,426.47 | |

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

During the latter part of the year, \$825,000 6 per cent Iowa Falls & Northwestern Railway bonds have been taken up, and in its place, \$825,000 5 per cent consolidated bonds were issued.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract on file with the Interstate Commerce Commission. Compensation, \$6,000 per month, and at the end of each twelve months from the date of contract, if 40 per cent of the Express Company's gross earnings exceed \$72,000, the Express Company (United States) is to pay the Railway Company the amount of said excess.

2. No fixed contract. The rate of compensation for carrying the United States mail is based upon the weighing of the mails for periods fixed by the government.

3. Contract on file with the Interstate Committee. We pay to the Pullman Palace Car Company 2 cents per passenger per mile.

7. Contract between the Western Union Telegraph Company and the Burlington, Cedar Rapids & Northern Railway Company covering the road from Burlington, Iowa, to Albert Lea, Minn., and the various branches and divisions thereof. Provides for the construction, reconstruction, repairs and operation of telegraph lines on said road, its branches and divisions; also providing for mutual free privileges.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment Mortgaged. |
|------------------------------|----------------------|------------------|---------|--------------------------------------|---------------------------|
| | From. | To | Miles. | | |
| First mortgage..... | Burlington..... | State Line..... | 228.8 | \$15,000 | ..... |
| First mortgage..... | Vinton..... | Holland..... | 47.4 | 15,000 | ..... |
| First mortgage..... | Linn Jct..... | Postville..... | 94.1 | 15,000 | ..... |
| First mortgage..... | Muscatine..... | Riverside..... | 90.7 | 15,000 | ..... |
| First mortgage..... | Iowa City..... | What Cheer..... | 73.83 | 15,000 | ..... |
| First mortgage..... | Thornburg..... | Montezuma..... | | | |
| First mortgage..... | Holland..... | Worthington..... | 182 | 15,000 | ..... |
| First mortgage..... | Lake Park..... | Watertown..... | 163.116 | 15,000 | ..... |
| First mortgage..... | Dows..... | Madison..... | 41.07 | 15,000 | ..... |
| First mortgage..... | Ellsworth..... | Sioux Falls..... | 42.5 | 15,000 | ..... |
| First mortgage..... | Forest City..... | West..... | 26.23 | 15,000 | ..... |
| First mortgage..... | Tosky..... | Quarry..... | 8.97 | 15,000 | ..... |
| First mortgage..... | Postville..... | Decorah..... | 25.5 | 15,000 | ..... |
| First mortgage..... | Clinton..... | Iowa City..... | 8.65 | 15,000 | ..... |
| First mortgage..... | State Line..... | Albert Lea..... | 12.57 | 12,000 | ..... |
| First mortgage..... | Bennett..... | Davenport..... | 31.51 | 8,735 | ..... |

(Page 59.)

EMPLOYES AND SALARIES STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compen- sation. |
|--|--------------|---------------------------------------|------------------------------------|-------------------------------------|
| Station agent..... | 14 | 4,375 | \$7,569.83 | \$1.73 |
| Other station men..... | 10 | 2,850 | 3,562.50 | 1.35 |
| Enginemen..... | 5 | 1,086 | 6,406.80 | 3.80 |
| Firemen..... | 5 | 1,000 | 3,000.00 | 2.25 |
| Conductors..... | 4 | 1,453 | 4,591.48 | 3.16 |
| Other trainmen..... | 9 | 3,235 | 6,262.50 | 1.90 |
| Carpenters..... | 1 | 390 | 540.00 | 1.50 |
| Other shopmen..... | 24 | 8,660 | 12,124.00 | 1.40 |
| Section foremen..... | 14 | 5,110 | 7,765.00 | 1.50 |
| Other trackmen..... | 60 | 18,780 | 23,475.00 | 1.25 |
| Switchmen, flagmen and watchmen..... | 6 | 1,240 | 2,889.20 | 2.32 |
| Telegraph operators and dispatchers..... | 7 | 2,184 | 3,595.89 | 1.65 |
| All other employes and laborers..... | 11 | 3,443 | 5,853.10 | 1.70 |
| Dispatchers..... | 2 | 623 | 2,150.24 | 3.45 |
| Roadmasters..... | 1 | 365 | 1,230.05 | 3.37 |
| Total (inc. General Officers)—Minnesota | 173 | 56,024 | \$91,615.59 | \$1.68 |
| DISTRIBUTION OF ABOVE: | | | | |
| Maintenance of way and structures..... | 86 | 27,698 | \$38,323.15 | \$1.38 |
| Maintenance of equipment..... | 35 | 12,306 | 22,670.80 | 1.84 |
| Conducting transportation..... | 52 | 16,020 | 30,621.64 | 1.28 |
| Total (inc. General Officers)—Minnesota | 173 | 57,024 | \$91,615.59 | \$1.68 |
| Total (inc. General Officers)—Entire Line | 3,096 | 950,847 | \$1,744,408.94 | \$1.88 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE- STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers. Number Trains, Mileage, Number Cars. | Column for Revenue and Rates. | | |
|---|---|-------------------------------------|--------|----------|
| | | Dols. | Uts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue | 100,823 | | | |
| Number of passengers carried one mile | 1,518,026 | | | |
| Number of passengers carried one mile per mile of road | 163,264 | | | |
| Average distance carried | 15.056 | | | |
| *Total passenger revenue—page 35 | | 39,972. | 23 | |
| Average amount received from each passenger | | | 39. | 645 |
| Average receipts per passenger per mile | | | 02. | 633 |
| Total passenger earnings—page 35 | | 55,734. | 23 | |
| Passenger earnings per mile of road | | | 599. | 42.17 |
| Passenger earnings per train mile (64,210) | | | | 86.799 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63 | 745,096 | | | |
| Number of tons carried one mile | 16,229,111 | | | |
| Number of tons carried one mile per mile of road | 174,544 | | | |
| Average distance haul of one ton | 21.782 | | | |
| Total freight revenue—page 35 | | 165,731. | 33 | |
| Average amount received for each ton of freight | | | 22. | 244 |
| Average receipts per ton per mile | | | 01. | 021 |
| Total freight earnings—page 35 | | 165,731. | 33 | |
| Freight earnings per mile of road (92.98) | | | 1,782. | 44 |
| Freight earnings per train mile (83,472) | | | | 1.98.547 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35 | | 205,703. | 56 | |
| Passenger and freight revenue per mile of road | | | 2,212. | 34 |
| Passenger and freight earnings—page 35 | | 221,465. | 56 | |
| Passenger and freight earnings per mile of road | | | 2,381. | 86 |
| Gross earnings from operation—page 35 | | 221,465. | 56 | |
| Gross earnings from operation per mile of road | | | 2,381. | 86 |
| Gross earnings from operation per train mile (147,682) | | | 1.49. | 893 |
| Operating expenses—page 45 (including taxes) | | 161,452. | 67 | |
| Operating expenses per mile of road | | | 1,736. | 42.3 |
| Operating expenses per train mile | | | 1.09. | 256 |
| Income from operation—page 35 | | 221,465. | 56 | |
| Income from operation per mile of road | | | 1,736. | 42.3 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains | 64,210 | | | |
| Miles run by freight trains | 83,472 | | | |
| Total mileage trains earning revenue | 147,682 | | | |
| Miles run by switching trains | 14,690 | | | |
| Grand total train mileage | 159,597 | | | |

*Less interchangeable mileage.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|--|--|-------------------------------------|-------|----------|
| | | Dol. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 918,208 | | | |
| Number of passengers carried one mile..... | 40,134,137 | | | |
| Number of passengers carried one mile per mile of road..... | 35,314 | | | |
| Average distance carried..... | 43,709 | | | |
| Total passenger revenue—page 35, less interch'g'ble mileage..... | | \$659,480.64 | | |
| Average amount received from each passenger..... | | | 1.04. | 405 |
| Average receipts per passenger per mile..... | | | | .02.591 |
| Total passenger earnings—page 35..... | | 1,162,405.68 | | |
| Passenger earnings per mile of road..... | | 1,022.82. | | 126 |
| Passenger earnings per train mile..... | | | | .80.398 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 2,218,912 | | | |
| Number of tons carried one mile..... | 307,982,547 | | | |
| Number of tons carried one mile per mile of road..... | 270,955 | | | |
| Average distance haul of one ton..... | 138,776 | | | |
| Total freight revenue—page 35..... | | 3,627,609.75 | | |
| Average amount received for each ton of freight..... | | | 1.63. | 49 |
| Average receipts per ton per mile..... | | | | .01.178 |
| Total freight earnings—page 35..... | | 3,627,609.75 | | |
| Freight earnings per mile of road..... | | 3,192.06. | | 82 |
| Freight earnings per train mile..... | | | | 2.06.107 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 4,587,180.39 | | |
| Passenger and freight revenue per mile of road..... | | 4,068.34. | | 094 |
| Passenger and freight earnings—page 35..... | | 4,790,105.43 | | |
| Passenger and freight earnings per mile of road..... | | 4,214.80. | | 826 |
| Gross earnings from operation—page 35..... | | 4,790,105.43 | | |
| Gross earnings from operation per mile of road..... | | 4,220.17. | | 777 |
| Gross earnings from operation per train mile..... | | | 1.56. | 768 |
| Operating expenses—page 45..... | | 3,217,996.25 | | |
| Operating expenses per mile of road..... | | 2,831.57. | | 166 |
| Operating expenses per train mile..... | | | 1.05. | 184 |
| Income from operation—page 31..... | | 1,578,109.18 | | |
| Income from operation per mile of road..... | | 1,888.60. | | 1 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 1,290,288 | | | |
| Miles run by freight trains..... | 1,760,100 | | | |
| Miles run by mixed trains..... | | | | |
| Total mileage trains earning revenue..... | 3,050,388 | | | |
| Miles run by switching trains..... | 375,578 | | | |
| Miles run by construction and other trains..... | 122,418 | | | |
| Grand total train mileage..... | 3,557,379 | | | |
| Mileage of loaded freight cars—north or east..... | 13,682,787 | | | |
| Mileage of loaded freight cars—south or west..... | 14,613,357 | | | |
| Mileage of empty freight cars—north or east..... | 9,732,630 | | | |
| Mileage of empty freight cars—south or west..... | 8,425,831 | | | |
| Average number of freight cars in train..... | 29.01 | | | |
| Average number of loaded cars in train..... | 21.89 | | | |
| Average number of empty cars in train..... | 8.12 | | | |
| Average number of tons of freight in train..... | 174.95 | | | |
| Average number of tons of freight in each loaded car..... | 8 | | | |

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road. Tons. | Freight Received from Con- necting Road and Other Carriers. Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | 68,718 | 124,393 | 193,111 | 25.92 |
| Flour | 1,905 | 125,298 | 126,603 | 16.99 |
| Other mill products | 97 | 6,565 | 6,662 | .89 |
| Hay | 4,818 | 254 | 5,072 | .68 |
| Fruit and vegetables | 1,556 | 25,542 | 27,098 | 3.64 |
| Seeds | 4,102 | 6,350 | 10,452 | 1.40 |
| Live stock | 5,132 | 10,794 | 15,926 | 2.14 |
| Other packing-house products | 24 | 5,242 | 5,266 | .71 |
| Butter and eggs | 1,083 | 3,875 | 4,958 | .67 |
| Anthracite coal | | 10,839 | 10,839 | 1.46 |
| Bituminous coal | | 54,945 | 54,945 | 7.37 |
| Stone, sand and other like articles | 4,559 | 8,045 | 12,604 | 1.69 |
| Lumber | 248 | 109,191 | 109,439 | 14.69 |
| Cement, brick and lime | | 8,339 | 8,339 | 1.12 |
| Agricultural implements | 399 | 26,603 | 27,002 | 3.62 |
| Wagons, carriages, tools, etc | | 19,039 | 19,039 | 2.56 |
| Household goods and furniture | 863 | 4,005 | 4,868 | .65 |
| Merchandise | 979 | 64,214 | 65,193 | 8.75 |
| Miscellaneous—Other commodities not men- tioned above | 2,419 | 35,201 | 37,620 | 5.05 |
| Total tonnage—Minnesota | 96,302 | 648,734 | 745,036 | 100.00 |
| Total tonnage—Entire Line | 1,365,170 | 853,742 | 2,218,912 | |

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DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added during Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|------------------------------------|---------------------------|------------------------------|------------------------------------|--------------------------|--|-------------|
| | | | No. | Name. | No. | Name. |
| LOCOMOTIVES—Owned and Leased : | | | | | | |
| Passenger..... | | 40 | { 1 | New York..... | | |
| | | | { 39 | Westinghouse..... | 5 | Miller Hook |
| Freight..... | | 79 | { 74 | Westinghouse..... | | |
| | | | { 5 | New York..... | | |
| Switching..... | | 8 | | Westinghouse..... | | |
| Total Locomotives in Service.. | | 127 | 127 | | | |
| Total Locomotives Owned..... | | 127 | | | | |
| CARS—Owned and Leased : | | | | | | |
| IN PASSENGER SERVICE— | | | | | | |
| First-class cars..... | 8 | 34 | 34 | Westinghouse..... | 34 | Miller Hook |
| Second-class cars..... | | 12 | 12 | Westinghouse..... | 12 | Miller Hook |
| Combination cars..... | | 16 | 16 | Westinghouse..... | 16 | Miller Hook |
| Parlor cars..... | | 3 | 3 | Westinghouse..... | 3 | Miller Hook |
| Baggage, express and postal cars, | | 22 | 22 | Westinghouse..... | 22 | Miller Hook |
| Total..... | 8 | 87 | 87 | | 87 | |
| IN FREIGHT SERVICE— | | | | | | |
| Box cars..... | 400 | 3,603 | 1,253 | { 1186 Westinghouse..... | | |
| | | | | { 67 Boyden..... | 3,482 | |
| Flat cars..... | | 424 | | | 305 | |
| Stock cars..... | | 349 | { 343 | Westinghouse..... | | |
| | | | { 6 | Boyden..... | 349 | |
| Coal cars..... | | 178 | | | 141 | |
| Vehicle cars..... | 50 | 50 | 50 | Westinghouse..... | 50 | |
| Refrigerator cars..... | 32 | 76 | { 69 | Westinghouse..... | | |
| | | | { 7 | Boyden..... | 76 | |
| Other cars in freight service..... | | 448 | 448 | Westinghouse..... | 446 | |
| Total..... | 482 | 5,128 | 2,176 | | 4,849 | |
| IN COMPANY'S SERVICE— | | | | | | |
| Officers' and pay cars..... | | 3 | 3 | Westinghouse..... | 3 | |
| Gravel cars..... | | 27 | | | 23 | |
| Derrick cars..... | | 3 | | | | |
| Caboose cars..... | | 70 | | | 67 | |
| Other road cars..... | | 38 | { 1 | Westinghouse..... | 13 | |
| | | | { 1 | Boyden..... | | |
| Total..... | | 141 | 5 | | 106 | |
| Total cars in service..... | | 5,356 | | | 5,042 | |
| Total cars owned..... | | 5,356 | | | 5,042 | |

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EXPLANATORY REMARKS.

Box cars equipped with automatic coupler: 1,583, Williams Steel; 809, Williams Steel No. 2; 194, Janney; 77, Gould; 44, Dowling; 3, Hinson; 705, Chicago; 11, Drexel; 35, Fox; 21, California. Total, 3,482.

Furniture cars equipped with automatic coupler: 409, Williams Steel; 10, Williams Steel No. 2; 14, Janney; 1, Chicago; 12, California. Total, 446.

Vehicle cars equipped with automatic coupler: 50, Williams Steel.

Refrigerator cars equipped with automatic coupler: 21, Williams Steel; 24, Williams Steel No. 2; 7, Janney; 1, Gould; 23, Chicago. Total, 76.

Stock cars equipped with automatic coupler: 340, Williams Steel; 9, Williams Steel No. 2. Total, 349.

Flat cars equipped with automatic coupler: 114, Williams Steel; 123, Williams Steel No. 2; 4, Janney; 1, Gould; 1, Dowling; 59, Chicago; 3, California. Total, 305.

Coal cars equipped with automatic coupler: 72, Williams Steel; 58, Williams Steel No. 2; 2, Gould; 1, Dowling; 6, Chicago; 1, Fox; 1, California. Total, 141.

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Com- pany's. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Con- structed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|--|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 241.82 | 204.34 | 673.24 | | 5.08 | 11.89 | 1,196.47 | | | 1,125.08 |
| Miles of yard track and sidings..... | 65.58 | 19.51 | 83.46 | | .60 | 2.88 | 171.53 | | | 169.15 |
| Total mileage operated (all tracks)... | 307.40 | 223.85 | 756.70 | | 6.28 | 13.77 | 1,368.00 | | | 1,294.23 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Com- pany's. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Con- structed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|--|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Iowa..... | 226.25 | 204.34 | 510.07 | | 5.08 | 11.89 | 960.73 | | | 949.34 |
| Minnesota..... | 12.57 | | 80.41 | | | | 92.98 | | | 92.98 |
| South Dakota..... | | | 82.76 | | | | 82.76 | | | 82.76 |
| Total mileage operated (single track)... | 241.82 | 204.34 | 673.24 | | | | 1,136.47 | | | 1,125.08 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Iowa..... | 226.25 | 204.34 | 430.59 | | | 430.59 |
| Minnesota..... | 12.57 | | 12.57 | | | 12.57 |
| Total mileage owned (single track)..... | 241.82 | 204.34 | 443.16 | | | 443.16 |

MILEAGE—STATE OF MINNESOTA.

(Page 67, B.)

A. Mileage of Road Operated (All Tracks.)

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies | Line Operated Under Contract, Rec. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|---------------------|-------------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | Iron. | Steel. |
| Miles of single track..... | 12.57 | ..... | 80.41 | ..... | ..... | 92.98 | ..... | ..... | 92.98 |
| Miles of yard track and sidings..... | 8.30 | ..... | 8.18 | ..... | ..... | 11.57 | ..... | ..... | 11.57 |
| Total mileage operated (all tracks). | 15.96 | ..... | 88.59 | ..... | ..... | 104.55 | ..... | ..... | 104.55 |

B. Mileage of Line Operated by States and Territories (Single Track.)

| | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| STATE OF MINNESOTA— | | | | | | | | | |
| Minnesota..... | 12.57 | ..... | 80.41 | ..... | ..... | 92.98 | ..... | ..... | 92.98 |
| Total mileage operated (single track). | 12.57 | ..... | 80.41 | ..... | ..... | 92.98 | ..... | ..... | 92.98 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota..... | 12.57 | | 12.57 | | | 12.57 |
| Total mileage owned (single track)..... | 12.57 | | 12.57 | | | 12.57 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID DURING YEAR—KIND. | Number. | Average Price at Distribut- ing Point. |
|---------------------------------|---------|--|
| Oak..... | 3,962 | \$0.49 |
| Cedar..... | 3,263 | .43 |
| Total..... | 7,225 | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bitumi- nous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|----------------|---------------------------------|--------------------------|----------------------------------|---------------|--|
| Passenger..... | 1,594 | 12 | 1,600 | 61,435 | 52.09 |
| Freight..... | 4,156 | 48 | 4,180 | 83,472 | 100.00 |
| Switching..... | 478 | 4 | 480 | 14,690 | 65.37 |
| Total..... | 6,228 | 64 | 6,290 | 159,597 | 78.44 |

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|------------------|---------|-------------------------|-----------------------|-----------------------|
| Bridges— | | | | |
| Iron..... | 6 | 282 | 35 | 69 |
| Wooden..... | 1 | 110 | | |
| Combination..... | 2 | 240 | 112 | 128 |
| Total..... | 9 | 632 | | |
| Trestles..... | 52 | 4,591 | 16 | 560 |

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|---------------------------------|-------------------------------------|
| 1,489.17 | 2,321.77 | Western Union Telegraph Co..... | B., C. R. & N. Ry. Co.—Entire line. |
| 92.98 | 118.12 | Western Union Telegraph Co..... | B., C. R. & N. Ry. Co.—Minnesota. |

Chicago, Milwaukee and Saint Paul Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, Milwaukee and Saint Paul Railway Company.
2. Date of organization? May 5, 1863.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Wisconsin.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. No consolidations.
5. Date and authority for each consolidation? No consolidations.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Formed on the foreclosure of a portion of the La Crosse and Milwaukee Railroad. Organized under the Revised Statutes of Wisconsin of 1858, chapter 79, section 33.

(Page 5.)

ORGANIZATION.

| Name of Directors. | Postoffice Address. | Date of Expiration of Term. |
|------------------------|---------------------|-----------------------------|
| Philip D. Armour..... | Chicago..... | September, 1899 |
| August Belmont..... | New York..... | September, 1899 |
| Frank S. Bond..... | New York..... | September, 1899 |
| Charles H. Coster..... | New York..... | September, 1899 |
| Charles D. Dickey..... | New York..... | September, 1899 |
| Peter Geddes..... | New York..... | September, 1899 |
| Chas. W. Harkness..... | New York..... | September, 1899 |
| Frederick Layton..... | Milwaukee..... | September, 1899 |
| Joseph Milbank..... | New York..... | September, 1899 |
| Roswell Miller..... | Chicago..... | September, 1899 |
| Wm. Rockefeller..... | New York..... | September, 1899 |
| Samuel Spencer..... | New York..... | September, 1899 |
| A. Van Santvoord..... | New York..... | September, 1899 |

Total number of stockholders at date of last election? 5,526.

Date of last meeting of stockholders for election of directors? September 17, 1898.

Give postoffice address of general office? Chicago, Illinois.

Give postoffice address of operating office? Chicago, Illinois.

Give name and address of officer to whom correspondence regarding this report should be addressed? W. N. D. Winne, general auditor, Chicago, Ill.

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OFFICERS.

| Title. | Name. | Location of Office. |
|---|-----------------------|---------------------|
| President..... | Roswell Miller..... | Chicago |
| First vice-president..... | Frank S. Bond..... | New York |
| Second vice-president..... | A. J. Earling..... | Chicago |
| Secretary..... | P. M. Myers..... | Milwaukee |
| Treasurer..... | F. G. Ranney..... | Chicago |
| General solicitor..... | Burton Hanson..... | Chicago |
| General counsel..... | George R. Peck..... | Chicago |
| Assistant general solicitor.. | H. H. Field..... | Chicago |
| Assistant general solicitor.. | C. B. Keeler..... | Chicago |
| Comptroller..... | E. Q. Sewall..... | Chicago |
| General auditor..... | W. N. D. Winne..... | Chicago |
| Assistant general auditor.. | W. F. Dudley..... | Chicago |
| General manager..... | W. G. Collins..... | Chicago |
| Chief engineer..... | D. J. Whittemore..... | Chicago |
| General superintendent.... | H. R. Williams..... | Chicago |
| Asst. gen. superintendents.. | 3 in number. | |
| Division superintendents.. | 16 in number. | |
| Sup't of telegraph..... | U. J. Fry..... | Milwaukee |
| General traffic manager.... | A. C. Bird..... | Chicago |
| General freight agent..... | J. H. Hiland..... | Chicago |
| Asst. gen. freight agents.. | 4 in number. | |
| Gen. pass. and ticket agt.. | G. H. Heafford..... | Chicago |
| Asst. gen. passenger agts.. | 2 in number. | |
| Asst. gen. passenger and ticket agent..... | G. S. Marsh..... | Chicago |
| Asst. gen. ticket agent.... | A. F. Merrill..... | Chicago |
| General baggage agent.... | W. D. Carrick..... | Milwaukee |
| Land commissioner..... | H. G. Haugan..... | Milwaukee |

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PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| FROM. | To. | Illinois. | Wisconsin. | Iowa. | Minnesota. | North Dakota. | South Dakota. | Missouri. | Michigan. | Total. |
|---------------------------------|----------------------|-----------|------------|-------|------------|---------------|---------------|-----------|-----------|--------|
| Chicago..... | Milwaukee..... | 45.06 | 37.92 | | | | | | | 82.98 |
| Rondout..... | Libertyville..... | 3.00 | | | | | | | | 3.00 |
| South Milwaukee..... | La Crosse..... | | 196.37 | | | | | | | 196.37 |
| Watertown Junction..... | Madison..... | | 38.48 | | | | | | | 38.48 |
| Portage City..... | East Madison..... | | 33.01 | | | | | | | 33.01 |
| Viroqua Junction..... | Viroqua..... | | 32.17 | | | | | | | 32.17 |
| North La Crosse..... | Onalaska..... | | 3.76 | | | | | | | 3.76 |
| North La Crosse..... | Minneapolis..... | | 1.39 | | | | | | | 1.39 |
| St. Croix Junction..... | Stillwater..... | | | | | | | | | |
| Milwaukee..... | North McGregor..... | | 196.50 | 12 | | | | | | 196.62 |
| Stock Yards, Milwaukee..... | Merrill Park..... | | .80 | | | | | | | .80 |
| Mazomanie..... | Prairie du Sac..... | | 10.37 | | | | | | | 10.37 |
| Lone Rock..... | Richland Center..... | | 16.22 | | | | | | | 16.22 |
| Calmar..... | Minneapolis..... | | | 41.38 | | | | | | 41.38 |
| Conover..... | Decorah..... | | | 10.00 | | | | | | 10.00 |
| Austin..... | Mason City..... | | | 27.95 | | | | | | 27.95 |
| Mendota..... | St. Paul..... | | | | 11.34 | | | | | 11.34 |
| Northfield..... | Cannon Junction..... | | | | 5.56 | | | | | 5.56 |
| North McGregor..... | Chamberlain..... | | | | 31.98 | | | | | 31.98 |
| Beulah..... | Elkader..... | | | 20.18 | | | 149.77 | | | 169.95 |
| Spencer..... | Spirit Lake..... | | | 20.18 | | | | | | 20.18 |
| Rock Valley..... | Hudson..... | | | 8.99 | | | | | | 8.99 |
| Marion Junction..... | Running Water..... | | | | | | | | | |
| Chestnut street, Milwaukee..... | Portage City..... | | | | | | | | | |
| Cement Line Junction..... | Rock..... | | 100.27 | | | | | | | 100.27 |
| Iron Ridge..... | Fond du Lac..... | | 1.06 | | | | | | | 1.06 |
| Horison..... | Berlin..... | | 31.14 | | | | | | | 31.14 |
| Brandon..... | Mackean..... | | 42.30 | | | | | | | 42.30 |
| Ripon..... | Oshkosh..... | | 11.49 | | | | | | | 11.49 |
| Rush Lake Junction..... | Winneconne..... | | 19.09 | | | | | | | 19.09 |
| Merrill Park..... | North Milwaukee..... | | 14.89 | | | | | | | 14.89 |
| South Minneapolis..... | Aberdeen..... | | 6.17 | | | | | | | 6.17 |
| Glencoe..... | Hutchinson..... | | | | 178.74 | | 107.02 | | | 285.76 |
| Hopkins..... | Lake Minnetonka..... | | | | 13.45 | | | | | 13.45 |
| | | | | | 7.84 | | | | | 7.84 |

PROPERTY OPERATED—Continued.

(Page 9.)

| FROM. | TO. | Illinois. | Wisconsin. | Iowa. | Minne- sota. | North Dakota. | South Dakota. | Missouri | Michi- gan. | Total. |
|-----------------------|----------------------|-----------|------------|----------|-----------------|------------------|------------------|----------|----------------|----------|
| Hastings..... | Benton Junction | | | | 53.71 | | | | | 53.71 |
| Milbank..... | Sisseton..... | | | | | | 37.24 | | | 37.24 |
| Andover..... | Harlem..... | | | | | 17.20 | 38.71 | | | 55.91 |
| Wabasha..... | Zumbeta..... | | | | 60.21 | | | | | 60.21 |
| Racine..... | Kittredge..... | 50.63 | 49.31 | | | | | | | 100.94 |
| Savanna..... | East Moline..... | 47.70 | | | | | | | | 47.70 |
| Janesville..... | Beloit..... | | 13.88 | | | | | | | 13.88 |
| Elkhorn..... | Rockford..... | | 16.59 | | | | | | | 16.59 |
| Manilla..... | Mitchell..... | 14.94 | | 65.90 | | | 120.80 | | | 201.64 |
| Elk Point..... | Stout Falls Junction | | | 34.92 | | | 67.81 | | | 102.73 |
| Tripp..... | Arnour..... | | | | | | 30.45 | | | 30.45 |
| North Chicago..... | Savanna..... | 138.87 | | | | | | | | 138.87 |
| Galewood..... | Dunning..... | 2.98 | | 349.18 | | | | | | 352.16 |
| Savanna..... | Council Bluffs..... | | | 10.65 | | | | | | 10.65 |
| Elk River Junction | Clinton..... | | | 133.37 | | | | | | 133.37 |
| Davenport..... | Jackson Junction | | | 34.61 | | | | | | 34.61 |
| Kidridge..... | Hurstville..... | | | 43.69 | | | | | | 43.69 |
| Parlata..... | Karley..... | | | | 200.22 | | 97.20 | | | 297.42 |
| La Cresent..... | Wausaukee..... | | | | 38.08 | | | | | 38.08 |
| Wells..... | Manikato..... | | | | | | 103.02 | | | 103.02 |
| Milson..... | Bristol..... | | | | | | | | | |
| Brodhead..... | Shullsburg..... | | 76.84 | | | | | | | 76.84 |
| Warren..... | New Glarus..... | | 22.78 | | | | | | | 22.78 |
| Calamine..... | Mineral Point..... | | 31.28 | | | | | | | 31.28 |
| Salina Junction | Platteville..... | | | | | | | | | |
| Bellevue..... | River Junction | | | 136.18 | 24.93 | | | | | 161.11 |
| Turkey River Junction | Cascade..... | | | 35.77 | | | | | | 35.77 |
| Waukon Junction | West Union..... | | | 58.34 | | | | | | 58.34 |
| | Preston..... | | | 22.95 | | | | | | 22.95 |
| | Reno..... | | | | 57.77 | | | | | 57.77 |
| | Stear Lake..... | | 183.22 | | | | | | | 183.22 |
| | Vesper..... | | 50.07 | | | | | | | 50.07 |
| | Romadka..... | | 27.65 | | | | | | | 27.65 |
| | Chippewa Falls..... | | 61.18 | | 1.83 | | | | | 63.01 |
| | Cedar Falls..... | | 20.67 | | | | | | | 20.67 |
| | Fargo..... | | | 46.29 | | 69.40 | 1.28 | | | 116.97 |
| | Edgeley..... | | | | | 31.61 | 161.03 | | | 192.64 |
| | Bowdle..... | | | | | | 67.38 | | | 67.38 |
| | Eureka..... | | | | | | | 140.27 | | 140.27 |
| | Coburg..... | | | 159.27 | | | | | | 159.27 |
| | Llewellyn Park | 13.75 | 146.02 | | | | | | | 159.77 |
| | Champion..... | | 20.35 | | | | | | | 20.35 |
| | Appleton..... | | 1.48 | | | | | | | 1.48 |
| | Neenah..... | | 11.94 | | | | | | | 11.94 |
| | Oconto Junction | | 21.09 | | | | | | | 21.09 |
| | Ellis Junction..... | | 17.65 | | | | | | | 17.65 |
| | Wausaukee..... | | | | | | | | | |
| | Girard Junction | | | | | | | | | |
| | Channing..... | | | | | | | | | |
| | Ontonagon..... | | | | | | | | | |
| Totals..... | | 317.94 | 1,030.46 | 1,533.47 | 1,120.09 | 118.21 | 1,101.04 | 140.27 | 152.00 | 6,133.50 |

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PROPERTY OPERATED - Continued.

(For Roads Making Operating Reports.)

| | Miles of Line for Each Road Named. | Miles of Line for Each Class of Road Named. |
|---|--|--|
| Total miles of road..... | 6,153.50 | |
| Less miles of track owned jointly, 1,119 (one half) | 5.60 | |
| | 6,147.90 | |
| Add line operated under trackage rights..... | 42.77 | |
| Total miles operated..... | 6,190.67 | 6,190.67 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Author- ized. | Par Value of Shares. | Total Par Value Author- ized. | Total Amount Issued and Outstand- ing. | Dividends Declared During Year. | |
|---|---|-------------------------------|--|--|------------------------------------|----------------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | | \$100.00 | | \$46,923,600 | | |
| From net earnings of fiscal year ending June 30, 1898..... | | | | | 2½ | \$1,150,665.00 |
| From net earnings of fiscal year ending June 30, 1899..... | | | | | 2½ | 1,168,315.00 |
| Preferred..... | 100.00 | | | 35,595,400 | | |
| From net earnings of fiscal year ending June 30, 1898..... | | | | | 3½ | 1,113,644.00 |
| From net earnings of fiscal year ending June 30, 1899..... | | | | | 3½ | 1,165,286.50 |
| Total..... | Not fixed. | \$100.00 | Not fixed. | \$82,519,000 | | \$4,597,910.50 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued Dur- ing Year. | Cash Realized on Amount Issued Dur- ing Year. | Total Number Shares Issued and Outstand'g. | Total Cash Realized. |
|--|---|---|--|----------------------------|
| Issued for cash, { common..... | | | 17,084,026 | \$16,392,069.05 |
| { preferred..... | | | 5,198,917 | 5,212,248.80 |
| Issued in exchange { preferred..... | 37,770 | | 19,764,000 | |
| for bonds, { common..... | 8,970 | | 897,000 | |
| Issued for construction, common..... | | | | |
| *Issued for dividends, common..... | | | 8,261,565 | |
| Issued for purchase of stock { common..... | | | 20,681,209 | |
| of other companies and { preferred..... | | | 10,632,488 | |
| Total..... | 46,740 | | 82,519,000 | \$21,604,317.85 |

* The stock issued for dividends was in lieu of amount of net earnings which had been expended for construction and was charged to income account.

FUNDED DEBT, JUNE 30, 1898.

(Page 19.)

| DESCRIPTION OF BONDS. | Date of Issue. | When Due. | Rate of Interest, Per Cent. | Interest Payable. | Amount of Bonds Outstanding. | INTEREST. | |
|--|----------------|-----------|-----------------------------|-------------------|------------------------------|--------------------------|-----------------------|
| | | | | | | Accrued During the Year. | Paid During the Year. |
| Chicago & Milwaukee division..... | 1873 | 1903 | 7 | January and July | \$1,714,000.00 | \$119,980.00 | \$119,985.00 |
| St. Paul (or River) division..... | 1872 | 1902 | 7 | January and July | 1,391,000.00 | 111,870.00 | 111,295.00 |
| St. Paul (or River) division, Sterling | 1872 | 1902 | 7 | January and July | 2,340,000.00 | 28,900.00 | 28,877.50 |
| Iowa & Dakota division..... | 1869 | 1899 | 7 | January and July | 64,000.00 | 4,490.00 | 3,960.00 |
| Hastings & Dakota division..... | 1872 | 1903 | 7 | January and July | 80,000.00 | 5,400.00 | 5,000.00 |
| Consolidated mortgage..... | 1874 | 1904 | 7 | January and July | 180,000.00 | 11,200.00 | 11,285.00 |
| Terminal mortgage..... | 1875 | 1905 | 7 | January and July | 8,702,000.00 | 609,140.00 | 609,980.00 |
| Iowa & Dakota division extension..... | 1884 | 1914 | 5 | January and July | 4,748,000.00 | 297,400.00 | 297,575.00 |
| Hastings & Dakota division extension..... | 1880 | 1910 | 7 | January and July | 2,970,000.00 | 207,900.00 | 207,970.00 |
| Southwestern division..... | 1880 | 1910 | 7 | January and July | 5,680,000.00 | 367,800.00 | 368,020.00 |
| La Crosse & Davenport division..... | 1879 | 1909 | 5 | January and July | 980,000.00 | 49,500.00 | 49,025.00 |
| Chicago & Pacific Western division..... | 1880 | 1910 | 5 | January and July | 4,000,000.00 | 240,000.00 | 240,000.00 |
| Chicago & Pacific Western division..... | 1880 | 1910 | 5 | January and July | 2,500,000.00 | 125,000.00 | 125,225.00 |
| Southern Minnesota division..... | 1881 | 1921 | 5 | January and July | 8,900,000.00 | 180,000.00 | 180,890.00 |
| Mineral Point division..... | 1880 | 1910 | 5 | January and July | 25,948,000.00 | 1,267,000.00 | 1,265,950.00 |
| Dubuque division..... | 1880 | 1910 | 5 | January and July | 7,428,000.00 | 445,920.00 | 446,000.00 |
| Wisconsin Valley division..... | 1880 | 1920 | 6 | January and July | 6,142,000.00 | 368,520.00 | 368,690.00 |
| Wisconsin & Minnesota division..... | 1881 | 1921 | 5 | January and July | 2,205,000.00 | 182,800.00 | 181,940.00 |
| Chicago & Lake Superior division..... | 1881 | 1921 | 5 | January and July | 4,755,000.00 | 287,750.00 | 289,000.00 |
| Chicago & Missouri River division..... | 1886 | 1926 | 5 | January and July | 1,890,000.00 | 68,000.00 | 68,650.00 |
| Dakota & Great Southern Railway Company | 1886 | 1916 | 5 | January and July | 8,083,000.00 | 154,150.00 | 154,225.00 |
| Fargo & Southern Railway Company | 1883 | 1924 | 5 | January and July | 2,866,000.00 | 142,800.00 | 142,775.00 |
| Wisconsin Valley Railroad Company | 1883 | 1924 | 5 | January and July | 1,250,000.00 | 75,000.00 | 75,000.00 |
| Income sinking fund, convertible | 1879 | 1909 | 7 | January and July | 1,104,500.00 | 77,455.00 | 77,507.50 |
| General mortgage..... | 1886 | 1916 | 5 | January and July | 918,000.00 | 15,900.00 | 15,900.00 |
| Milwaukee & Northern Railroad Co., first mortgage | 1889 | 1939 | 3.5 | January and July | 24,000,000.00 | 980,000.00 | 945,590.00 |
| Milwaukee & Northern Railroad Co., consolidated | 1880 | 1910 | 3.5 | January and July | 9,683,000.00 | 898,905.00 | 8,887.50 |
| Iowa & Minnesota division..... | 1884 | 1913 | 6 | June and December | 2,155,000.00 | 129,800.00 | 128,830.00 |
| Prairie du Chien division, second mortgage | 1867 | 1907 | 7 | June and December | 5,092,000.00 | 805,620.00 | 288,560.00 |
| Income sinking fund, convertible..... | 1887 | 1907 | 7 | ..... | 88,000.00 | ..... | ..... |
| Interest on bonds retired..... | 1846 | 1916 | 5 | ..... | 8,000.00 | ..... | ..... |
| Interest on bonds in the treasury of the company and in hands of trustees..... | ..... | ..... | ..... | ..... | 84,000.00 | 1,001.10 | 1,700.00 |
| Total..... | ..... | ..... | ..... | ..... | ..... | 87,263.92 | 247,411.25 |
|  | ..... | ..... | ..... | ..... | ..... | \$7,271,748.02 | \$7,017,443.75 |
|  | ..... | ..... | ..... | ..... | ..... | 881,028.88 | 5,883.85 |
| Total..... | ..... | ..... | ..... | ..... | \$186,228,500.00 | \$6,880,119.80 | \$7,011,610.42 |

*Selected by lot for payment. Interest ceased Feb. 8, 1899.

*Bonds matured and interest ceased July 1, 1897.

†Bonds matured and interest ceased Feb. 1, 1898.

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

(Page 19.)

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|---------------------------------|-----------|---------------|-----------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued During Year. |
| Mortgage bonds..... | | | Not fixed. | ..... | \$135,874,500.00 | ** | ..... | ..... | \$6,984,010.42 |
| Income bonds..... | | | Not fixed. | ..... | 352,000.00 | ** | ..... | ..... | 17,000.00 |
| Grand total..... | | | Not fixed. | ..... | \$136,226,500.00 | ** | ..... | ..... | \$7,011,610.42 |

**Unable to ascertain the consideration upon which all bonds were originally issued.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | | \$135,874,500.00 | \$6,873,218.59 | \$6,984,010.42 |
| Miscellaneous obligations—page 19..... | | | | |
| Income bonds—page 19..... | | 352,000.00 | 16,901.10 | 17,800.00 |
| Equipment trust obligations—page 21..... | | | | |
| Total..... | | \$136,226,500.00 | \$6,890,119.69 | \$7,011,610.42 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|----------------|---|----------------|
| Cash on deposit and on hand..... | \$6,377,491.81 | Audited vouchers and accounts..... | \$870,540.79 |
| Due from agents and conductors..... | 374,314.54 | Wages and salaries..... | 1,518,444.52 |
| Due from solvent companies and individuals..... | 174,107.60 | Net traffic balances due to other companies..... | 8,878.82 |
| United States Government..... | 306,316.21 | Dividends not called for..... | 52,544.58 |
| | | Matured interest coupons unpaid (including coupons due July 1)..... | 3,270,357.10 |
| | | Miscellaneous..... | 212,716.03 |
| Total cash and current assets..... | \$7,232,230.16 | Total current liabilities..... | \$5,093,461.84 |
| Total..... | \$7,232,230.16 | Balance cash assets..... | 1,206,748.52 |
| | | Total..... | \$7,232,230.16 |

Materials and supplies on hand, \$2,467,793.88. (See general balance sheet—page 40).

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|---------------------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. (Page 11.) | Miles. | Amount. |
| Capital stock—page 17..... | \$82,519,000.00 | All | None | 6,147.90 | \$13,422.30 |
| Bonds—page 19 (grand total)..... | 136,226,500.00 | All | None | 6,147.90 | 22,158.22 |
| Equipment trust obligations—page 21..... | None | None | None | None | None |
| Total..... | \$218,745,500.00 | All | None | 6,147.90 | \$35,580.52 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--|-----------------|------------------|------------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Chicago, Milwaukee & St. Paul Railway..... | \$82,519,000.00 | \$136,226,500.00 | \$218,745,500.00 | 6,147.90 | \$35,580.52 |
| Grand Total..... | \$82,519,000.00 | \$136,226,500.00 | \$218,745,500.00 | 6,147.90 | \$35,580.52 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|---|---|------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION— | | | | |
| Real estate..... | \$172,320.16 | | | |
| Second track..... | 64,121.68 | | | |
| Extensions..... | 121,021.38 | | | |
| Purchase of other lines..... | 2,466,595.71 | | | |
| Miscellaneous..... | 172.00 | | | |
| Credits..... | 151,532.21 | | | |
| Interest and discount..... | | | | |
| General expenses..... | | | | |
| Total construction..... | \$2,672,698.72 | See page 29. | See page 29. | |
| EQUIPMENT— | | | | |
| Baggage, express and postal cars.. | 2,512.30 | | | |
| Freight cars..... | 1,624,249.71 | | | |
| Other cars of all classes..... | 11,879.40 | | | |
| Total equipment..... | \$1,638,641.41 | | | |
| Total construction—page 27..... | 2,672,698.72 | | | |
| Grand total cost construction, equipment, etc..... | \$4,311,340.13 | \$214,195,294.69 | \$218,506,634.82 | †\$35,541.67 |
| Total cost construction, equip- ment, etc.—Minnesota*..... | \$784,663.90 | \$38,983,543.63 | \$39,768,207.54 | \$35,541.67 |

* Road mileage basis.

† 6,147.90 miles.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports).

| | | |
|---|-----------------|-----------------|
| Gross earnings from operations—page 35..... | \$38,310,632.49 | |
| Less operating expenses, excluding taxes—page 45..... | 22,776,670.42 | |
| Income from operation..... | | \$15,533,962.07 |
| Dividends on stocks owned—page 37..... | \$2,733.00 | |
| Interest on bonds owned—page 39..... | 29,198.39 | |
| Miscellaneous income, less expenses—page 41..... | 85,479.46 | |
| Income from other sources..... | | 117,410.85 |
| Total income..... | | \$15,651,372.92 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$6,890,119.69 | |
| Taxes..... | 1,186,166.40 | |
| Total deduction from income..... | | 8,076,286.09 |
| Net income..... | | \$7,575,086.83 |
| Dividends, 7 per cent, preferred stock—page 17..... | \$2,278,930.50 | |
| Dividends, 5 per cent, common stock—page 17..... | 2,318,980.00 | |
| Total..... | | 4,597,910.50 |
| Surplus from operations of Year ending June 30, 1899..... | | \$2,977,176.33 |
| Surplus on June 30, 1898, (from "general balance sheet," 1898 report) | | 9,802,695.08 |
| Surplus on June 30, 1899, (for entry on "general balance sheet," page 51)..... | | \$12,779,871.41 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEMS. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|--------------------|--|---------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$1,442,136.58 | | |
| Total passenger revenue..... | | | \$1,442,136.58 |
| Mail..... | 257,125.37 | | |
| Express..... | 147,518.04 | | |
| Extra baggage and storage..... | 88,203.10 | | |
| News service..... | 2,450.50 | | |
| Sleeping and parlor cars..... | 44,972.87 | | |
| Milk..... | 1,949.00 | | |
| Total passenger earnings..... | | | \$1,984,355.46 |
| FREIGHT— | | | |
| Freight revenue..... | \$5,804,390.23 | | |
| Total freight revenue..... | | | \$5,804,390.23 |
| Elevators..... | 43,468.73 | | |
| Total freight earnings..... | | | \$5,847,858.96 |
| Total passenger and freight earnings..... | | | \$7,782,214.42 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Telegraph companies..... | \$5,927.58 | | |
| Rents not otherwise provided for..... | 13,392.01 | | |
| Total earnings..... | | | 19,319.59 |
| Total gross earnings from operation—Minn..... | | | \$7,801,534.01 |
| Total gross earnings from operation—entire line... | | | \$38,310,632.49 |

174 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

| NAME. | Total Par Value. | Rate, Per Cent. | Income or Dividend Received. | Valuation. |
|--|------------------|-----------------|------------------------------|--------------|
| Kansas City Belt Railway Co..... | \$20,000.00 | ..... | ..... | \$20,000.00 |
| Cook, Lake & McHenry Counties Ry. Co. | 100,000.00 | ..... | ..... | 100,000.00 |
| Minnesota Transfer Railway Co..... | 7,000.00 | ..... | ..... | 7,000.00 |
| Minneapolis Eastern Railway Co..... | 15,000.00 | ..... | ..... | 15,000.00 |
| Chicago Union Transfer Railway Co.... | 40,000.00 | ..... | ..... | 40,000.00 |
| Milwaukee & Northern Railroad Co.... | 6,157,850.00 | ..... | ..... | 50,739.25 |
| Lisbon, Necedah & Lake Sup'r Ry. Co.. | 25,000.00 | ..... | ..... | 125.00 |
| Oshkosh & Mississippi River Ry. Co.... | 138,900.00 | ..... | ..... | 694.50 |
| Union Pacific Railroad Co..... | 10,000.00 | ..... | ..... | 1,887.50 |
| Des Moines Nor. & Wn. Railroad Co.... | 4,372,500.00 | ..... | ..... | 4,372.50 |
| Chicago, Milwaukee & St. Paul Ry. Co.. | 4,700.00 | ..... | ..... | 4,700.00 |
| Total..... | \$10,890,950.00 | ..... | ..... | \$224,568.75 |

B. Other Stocks.

| | | | | |
|------------------------------|-----------------|-------|------------|--------------|
| Braceville Coal Co..... | \$100,000.00 | ..... | ..... | \$100,000.00 |
| Excelsior Coal Co..... | 150,000.00 | ..... | ..... | 100.00 |
| St. Paul Union Depot Co..... | 43,750.00 | 6 | \$2,625.00 | 43,750.00 |
| Merrill Boom Co..... | 38,800.00 | ..... | ..... | 28,618.00 |
| Tomahawk Land & Boom Co..... | 69,900.00 | ..... | ..... | 100.00 |
| Milwaukee Land Co..... | 100,000.00 | ..... | ..... | 61,000.00 |
| Sundry other stocks..... | 59,300.00 | ..... | 108.00 | 1,700.00 |
| Total..... | \$561,830.00 | ..... | \$2,733.00 | \$235,268.00 |
| Grand total—A and B..... | \$11,452,780.00 | ..... | \$2,733.00 | \$459,836.75 |

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

| NAME. | Total Par Value. | Rate Per Cent. | Income or Interest Received. | Valuation. |
|--|------------------|----------------|------------------------------|----------------|
| Minnesota Transfer Railway Co..... | \$113,000.00 | 5 | \$1,189.99 | \$113,000.00 |
| Minnesota Transfer Railway Co..... | 2,000.00 | 4 | ..... | 2,000.00 |
| Chicago, Milwaukee & St. Paul Ry. Co.. | 7,668,000.00 | ..... | 9,660.00 | 7,700,373.75 |
| Milwaukee & Northern R. R., consol'd. | 1,089,000.00 | 6 | ..... | 1,089,000.00 |
| Minneapolis Eastern Ry. Co..... | 75,000.00 | 7 | 16,275.00 | 60,000.00 |
| Total..... | \$8,947,000.00 | ..... | \$27,124.99 | \$8,964,373.75 |

B. Other Bonds.

| | | | | |
|------------------------------|----------------|-------|-------------|----------------|
| City of Ottumwa, Iowa..... | \$15,000.00 | 4 | \$690.00 | \$15,000.00 |
| City of New Lisbon, Wis..... | 1,000.00 | ..... | 108.40 | 1,000.00 |
| Sundry other bonds..... | 24,500.00 | ..... | 1,305.00 | 5,350.00 |
| Total..... | \$40,500.00 | ..... | \$2,073.40 | \$21,350.00 |
| Grand total—A and B..... | \$8,987,500.00 | ..... | \$29,198.39 | \$8,985,723.75 |

(Page 41.)

RENTALS RECEIVED.

Rentals Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property. | Company Using Property. | Total. |
|--------------------------|---------------------------|-------------------------------|--------------|
| Tracks and terminals.... | Rugby Jet. to Milwaukee | Wisconsin Central Lines.... | \$117,427.09 |
| Tracks and terminals.... | Portage, Wis..... | Wisconsin Central Lines.... | 1,275.84 |
| Tracks and terminals.... | Eau Claire, Wis..... | Wisconsin Central Lines.... | 100.00 |
| Tracks and terminals.... | Hilbert to Menasha | Wisconsin Central Lines.... | 9,689.58 |
| Tracks and terminals.... | Ottumwa, Iowa..... | Wabash R. R..... | 4,454.28 |
| Tracks and terminals.... | Bagley, Jct., Wis..... | Wisconsin & Mich. R. R..... | 10,835.40 |
| Tracks and terminals.... | Minneapolis, Minn..... | St. Paul & Duluth R. R..... | 12,000.00 |
| Tracks and terminals.... | Minneapolis, Minn..... | M., St. P. & S. S. M. Ry..... | 17,096.55 |
| Tracks and terminals.... | Minneapolis, Minn..... | Northern Pacific Ry..... | 10,999.92 |
| Tracks and terminals.... | Ottumwa, Iowa..... | Iowa Central Ry..... | 1,500.00 |
| Tracks and terminals.... | Kansas City, Mo..... | K. O. & Nor. Cenn. Ry..... | 13,031.20 |
| Tracks and terminals.... | Kansas City, Mo..... | St. J. & Grd. Isl. Ry..... | 9,000.00 |
| Tracks and terminals.... | Kansas City, Mo..... | St. L. & San F. Ry..... | 749.97 |
| Tracks..... | Baytown, Minn..... | C. St. P., M. & O. Ry..... | 101.77 |
| Tracks..... | Council Bluffs, Iowa..... | Omaha & St. L. Ry..... | 600.00 |
| Tracks..... | Clinton, Iowa..... | C., B. & Q. R. R..... | 420.00 |
| Tracks..... | Winona, Minn..... | C., B. & N. R. R..... | 133.20 |
| Tracks..... | Cedar Rapids, Iowa..... | Illinois Central R. R..... | 202.50 |
| Tracks..... | Council Bluffs, Iowa..... | K. C. St. J. & C. B. Ry..... | 169.36 |
| Tracks..... | Cement Mills, Wis..... | C. & N. W. Ry..... | 1,000.00 |
| Tracks..... | Ottumwa, Iowa..... | C. Ft. M. & D. M. Ry..... | 1,200.00 |
| Tracks..... | Lyle, Minn..... | Illinois Central Ry..... | 120.00 |
| Tracks..... | Port Edwards, Wis..... | Marsh. & S. E. Ry..... | 54.21 |
| Tracks..... | Menominee, Mich..... | Ann Arbor R. R..... | 122.91 |
| Tracks..... | Sioux City, Iowa..... | S. C. O'N. & W. R..... | 3,468.97 |
| Tracks..... | Mosinee, Wis..... | J. Dessert L. Co..... | 325.00 |
| Total..... | | | \$216,057.75 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|----------------------------|---------------|----------------|---------------------------|
| Land department..... | | | \$10,523.28 |
| Interest and exchange..... | | | 74,956.18 |
| Total..... | | | \$85,479.46 |

OPERATING EXPENSES.

| | Amount. |
|---|-----------------------|
| Repairs of roadway | \$2,241,210.84 |
| Renewals of rails | 519,007.30 |
| Renewals of ties | 68,419.95 |
| Repairs and renewals of bridges and culverts | 884,654.86 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 210,926.65 |
| Repairs and renewals of buildings and fixtures | 467,464.67 |
| Repairs and renewals of telegraph | 37,116.58 |
| Stationery and printing | 896.29 |
| Other expenses, renewal and improvement account | 1,925,000.00 |
| Total..... | \$6,970,697.14 |

| | |
|--|-----------------------|
| Superintendence | \$209,879.13 |
| Repairs and renewals of locomotives | 1,041,240.74 |
| Repairs and renewals of passenger cars | 448,504.48 |
| Repairs and renewals of freight cars | 1,044,250.41 |
| Repairs and renewals of work cars | 80,300.56 |
| Repairs and renewals of shop machinery and tools | 76,288.20 |
| Stationery and printing | 10,289.71 |
| Other expenses | 65,907.20 |
| Total | \$3,229,699.43 |

| | |
|--|-----------------|
| Superintendence | \$881,840.82 |
| Engine and roundhouse men | 2,278,322.98 |
| Fuel for locomotives | 2,322,674.08 |
| Water supply for locomotives | 75,138.72 |
| Oil, tallow and waste for locomotives | 62,054.19 |
| Other supplies for locomotives | 25,105.65 |
| Train service | 1,809,158.17 |
| Train supplies and expenses | 221,043.22 |
| Switchmen flagmen and watchmen | 752,086.43 |
| Telegraph expenses | 521,004.18 |
| Station service | 1,417,249.86 |
| Station supplies | 159,823.92 |
| Switching charges—balance | 277,134.31 |
| Car mileage—balance | 209,685.30 |
| Loss and damage | 121,475.53 |
| Injuries to persons | 165,155.88 |
| Clearing wrecks | 16,720.99 |
| Advertising | 61,406.70 |
| Outside agencies | 311,940.36 |
| Stock yards and elevators | 42,115.37 |
| Rents for track, yards and terminals—page 47, B, { paid —47, B—\$424,693.25 { received—41, A—216,057.75 | |
| Rents of buildings and other property | 208,635.50 |
| Stationery and printing | 77,764.78 |
| Other expenses | 133,212.88 |
| | 56,016.05 |
| Total | \$11,702,335.22 |

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OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|--------------|
| Salaries of general officers..... | \$241,224.87 |
| Salaries of clerks and attendants..... | 205,703.09 |
| General office expenses and supplies..... | 45,565.32 |
| Insurance..... | 96,306.57 |
| Law expenses..... | 69,432.44 |
| Stationery and printing (general offices)..... | 16,613.17 |
| Other expenses..... | 136,920.59 |
| United States Government internal revenue tax..... | 62,182.58 |
| Total..... | \$873,948.63 |

RECAPITULATION OF EXPENSES.

| | |
|--|-----------------|
| Maintenance of way and structures..... | \$6,970,697.14 |
| Maintenance of equipment..... | 3,229,699.43 |
| Conducting transportation..... | 11,702,325.22 |
| General expenses..... | 873,948.63 |
| Grand total..... | \$22,776,670.42 |
| Percentage of expenses to earnings, entire line (excluding taxes)..... | 59.45 |

OPERATING EXPENSES—STATE OF MINNESOTA (EXCLUDING TAXES).

(Proportional-Revenue Train Mileage Basis).

| | |
|---|----------------|
| Maintenance of way and structures..... | \$1,145,982.61 |
| Maintenance of equipment..... | 530,962.59 |
| Conducting transportation..... | 1,923,862.27 |
| General expenses..... | 143,677.15 |
| Total..... | \$3,744,484.62 |
| Percentage of expenses to earnings—Minnesota..... | 48.00 |

(Page 47.)

RENTALS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

| Designation of Property. | Situation of Property. | Company Owning Property. | Total. |
|---------------------------|---------------------------|--------------------------------|--------------|
| Tracks..... | Milwaukee, Wis..... | Chicago & Northwest'n Ry..... | \$450.00 |
| Tracks..... | Cedar Rapids, Iowa..... | Chicago & Northwest'n Ry..... | 69.48 |
| Tracks..... | Winona, Minn..... | Chicago & Northwest'n Ry..... | 47.34 |
| Tracks..... | Menominee, Mich..... | Chicago & Northwest'n Ry..... | 17.40 |
| Tracks..... | E. Moline & Rock Island | C. R. I. & P. Ry..... | 15,000.00 |
| Tracks..... | Council Bluffs, Iowa..... | C. R. I. & P. Ry..... | 95.00 |
| Tracks..... | Dubuque, Iowa..... | Illinois Central R. R..... | 3,240.00 |
| Tracks..... | Chicago, Ill..... | Chi. Tl. & Tfr. Ry..... | 3,600.00 |
| Tracks..... | Council Bluffs, Iowa..... | K. C. St. J. & C. B. Rd..... | 420.00 |
| Tracks..... | Kansas City, Mo..... | K. C. F. S. & M. Ry..... | 960.00 |
| Tracks..... | Chicago, Ill..... | P. C. C. & St. L. Ry..... | 56,310.67 |
| Tracks..... | Franklin Park, Ill..... | Wisconsin Central Lines..... | 9,128.70 |
| Tracks and terminals..... | Davis Jet. to Rockford.. | C. B. & Q. R. R..... | 23,148.63 |
| Tracks and terminals..... | Coburg to Kansas City.. | Kansas City Belt Ry..... | 67,485.02 |
| Tracks and terminals..... | Omaha, Neb..... | Union Pacific Ry..... | 80,955.83 |
| Tracks and terminals..... | Minnesota Transfer..... | Minnesota Transfer Ry..... | 32,511.50 |
| Tracks and terminals..... | St. Paul, Minn..... | St. Paul Union Depot Co..... | 28,438.56 |
| Tracks and terminals..... | Chicago, Ill..... | Pennsylvania Co..... | 74,962.46 |
| Terminals..... | Kansas City, Mo..... | K. C. Ft. S. & M. Ry..... | 884.25 |
| Terminals..... | Kansas City, Mo..... | K. C. Stock Yards Co..... | 1,691.50 |
| Terminals..... | Sioux City, Iowa..... | S. C. Stock Yards Co..... | 1,401.20 |
| Terminals..... | Stillwater, Minn..... | Stillwater Union Depot Co..... | 1,427.76 |
| Terminals..... | Kansas City, Mo..... | S. B. Hough & Co..... | 840.00 |
| Terminals..... | Omaha, Neb..... | Union Stock Yards Co..... | 1,813.00 |
| Terminals..... | Chicago, Ill..... | Un. Stk. Yds. & Tfr. Co..... | 12,789.75 |
| Terminals..... | Council Bluffs, Iowa..... | Union Pacific Ry..... | 6,546.95 |
| Terminals..... | St. Paul, Minn..... | Union Stock Yards Co..... | 348.25 |
| Terminals..... | Clay County, Mo..... | Hannibal & St. Jo. R. R..... | 600.00 |
| Total..... | | | \$424,693.25 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|------------------|--------|--------------------------------------|------------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$214,195,294.69 | | | | \$4,811,940.13 | |
| 684,114.92 | | { Cost of road—page 27..... } | | | \$174,278.17 |
| 7,104,097.50 | | Cost of equipment—page 29..... } | | | |
| 13,258.20 | | Stocks owned—page 37..... | | | |
| 5,922,946.87 | | Bonds owned—page 39..... | | 1,881,625.25 | |
| | | Land owned..... | | | 13,258.20 |
| | | Cash and current assets—page 23..... | | 1,906,288.29 | |
| | | Other Assets..... | | | |
| 2,265,902.08 | | Materials and supplies..... | | 201,891.85 | |
| 589,786.87 | | Sinking fund—trustees..... | | 67.65 | |
| 1,661,759.70 | | Due from trustees..... | | 1,806,407.05 | |
| 10,000.00 | | Insurance department..... | | | |
| | | Grand total..... | \$241,217,240.13 | \$6,820,079.85 | |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|--------|------------------|------------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$77,845,000.00 | | | | \$4,674,000.00 | |
| 186,686,500.00 | | \$32,519,000.00 | | | \$932,000.00 |
| 5,572,401.88 | | 186,226,500.00 | | | |
| 80,780.00 | | 5,988,481.84 | | 881,080.46 | |
| | | 80,730.00 | | | |
| 602,576.37 | | 625,944.02 | | 23,367.65 | |
| 256,692.00 | | 288,520.00 | | 41,828.00 | |
| 1,688,505.45 | | 2,808,132.86 | | 1,104,627.41 | |
| 9,802,645.08 | | 12,779,871.41 | | 2,977,176.83 | |
| | | Grand total..... | \$241,217,240.13 | \$6,820,079.85 | |

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IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

| | |
|---|----------------|
| 2. Miles of main track decreased account re-survey, viz.: | |
| In Wisconsin, between Milwaukee and North | |
| McGregor | .25 miles |
| In Michigan, between Channing and Ontanagon, | .08 " |
| Total Decrease..... | .33 " |
| 6. Increase in capital stock: | |
| Preferred, 37,770 shares, issued in exchange | |
| for bonds..... | \$3,777,000.00 |
| Common, 8,970 shares, issued in exchange | |
| for bonds..... | 897,000.00 |
| Total Increase..... | \$4,674,000.00 |
| 7. Decrease in Funded Debt: | |
| INCREASE. | |
| For expenditures for equipment, real estate | |
| and improvements..... | \$1,845,000.00 |
| For purchase of Des Moines, Northern & | |
| Western Railroad..... | 2,467,000.00 |
| In exchange for other bonds..... | 197,000.00 |
| | \$4,509,000.00 |
| DECREASE. | |
| Received in exchange for pre- | |
| ferred stock, and canceled | \$3,777,000 |
| Received in exchange for com- | |
| mon stock, and canceled..... | 897,000 |
| Redeemed and canceled during | |
| the year..... | 197,000 |
| | \$4,871,000.00 |
| Net Decrease | \$362,000.00 |

(Page 55.)

CONTRACTS, AGREEMENTS, ETC.—ENTIRE LINE.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The United States Express Company occupies the lines of this company, doing a general express business. Rates are various and are governed by the business done and the facilities furnished.

2. Compensation for mail service is not permanently fixed. Service is ordered subject to the rules and regulations of the postoffice department, and the amount paid is based upon the weight of the mail transported over each route.

3. Sleeping, parlor and dining cars are owned and operated by the Chicago, Milwaukee & St. Paul Railway Co. Sleeping car rates, \$1.50 to \$3.00, according to distance; parlor car rates, 25 cents to \$1.00, according to distance; dining car rates, \$1.00 per meal and *a la carte*.

4. The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage.

SECURITY FOR FUNDED DEBT.

CHICAGO, MILWAUKEE & ST. PAUL.

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| NAME OF BOND. | Lien. | Line (or Property) Mortgaged. | Miles. | Outstanding. |
|--|-------------|--|--------|---------------|
| Iowa and Minnesota division..... | First..... | McGregor to St. Paul and Minneapolis..... | 230 00 | \$33,000 00 |
| Prairie du Chien division, 7.3 per cent..... | Second..... | Milwaukee to Prairie du Chien..... | 82 20 | 3,000 00 |
| Chicago and Milwaukee division..... | First..... | Chicago to Milwaukee..... | 128 10 | 1,714,000 00 |
| St. Paul (or River) division..... | First..... | La Crosse to St. Paul..... | 126 00 | 1,031,000 00 |
| Iowa and Dakota division..... | First..... | Calmar to Algonia..... | 74 20 | 64,000 00 |
| Hastings and Dakota division..... | First..... | Hastings to Glencoe..... | 1 70 | 80,000 00 |
| Consolidated..... | Second..... | On above described lines..... | 42 00 | |
| | First..... | La Crosse bridge and approaches..... | 40 00 | |
| | First..... | Milton to Monroe..... | 10 00 | |
| | First..... | Austin to Mason City..... | 87 00 | |
| | First..... | Sonover to Decorah..... | 273 90 | 8,362,000 00 |
| | First..... | Sabula to Marion..... | 62 00 | 4,748,000 00 |
| Terminal..... | First..... | Real estate and improvements in Chicago and Milwaukee..... | 278 00 | |
| Iowa and Dakota division extension..... | First..... | Algonia to Chamberlain..... | 26 85 | |
| Hastings and Dakota division extension..... | First..... | Marion Junction to Running Water..... | 64 15 | |
| | First..... | Glencoe to Roscoe..... | 33 00 | |
| | First..... | Roscoe to Eureka..... | 190 00 | 6,670,000 00 |
| | First..... | Aberdeen to Edgeley..... | 17 00 | |
| | First..... | Milbank Junction to Sisseton..... | 150 50 | 4,000,000 00 |
| Southwestern division..... | First..... | Racine to Fort Byron Junction..... | 32 19 | |
| La Crosse and Davenport division..... | First..... | Eagle to Elkhorn..... | 116 60 | 2,500,000 00 |
| Chicago and Pacific division..... | First..... | Davenport to Jackson Junction..... | 21 50 | |
| | Second..... | Edridge Junction to Maquoketa..... | 3 54 | 3,000,000 00 |
| | First..... | Chicago to Kirtledge..... | 263 84 | |
| | First..... | Kirtledge to Savanna..... | 261 70 | |
| | First..... | Sabula bridge and approaches..... | 90 10 | |
| Chicago and Pacific Western division..... | First..... | Cedar Rapids to Kansas City..... | 82 76 | |
| | First..... | Marion to Council Bluffs..... | 70 00 | |
| | First..... | St. Paul to Manilla..... | 9 00 | |
| | First..... | St. Paul to Woonsocket..... | 47 00 | 25,340,000 00 |
| | First..... | Egan to Woonsocket..... | 346 50 | |
| | First..... | St. Paul to Aberdeen..... | 38 10 | |
| | First..... | Elk Point to Sioux Falls..... | 28 86 | 7,432,000 00 |
| | First..... | Eden to Rock Valley..... | 13 00 | |
| | First..... | Farley to Cedar Rapids..... | 34 00 | |
| | First..... | La Crosse to Sioux Falls..... | 16 00 | |
| | First..... | Wells to Mankato..... | 17 00 | |
| | First..... | Minneapolis to Benton Junction..... | 128 00 | |
| | First..... | Warren to Mineral Point..... | 13 00 | |
| | First..... | Calamine to Plattville..... | 34 00 | |
| | First..... | Monroe to Shullsburg..... | 16 00 | |
| | First..... | Lone Rock to Richland Center..... | 178 00 | 2,840,000 00 |
| | First..... | Viroqua to Sparta..... | 57 30 | |
| | First..... | La Crosse to Clinton..... | 22 80 | |
| | First..... | Caladonia Junction to Preston..... | | |
| Dubuque division..... | First..... | Waukon Junction to Waukon..... | | |

SECURITY FOR FUNDED DEBT—Continued.

(Page 57.)

| NAME OF BOND. | Lien. | Line (or Property) Mortgaged. | Miles. | Outstanding. |
|--|-------------|---|--------|------------------|
| Dubuque division—Continued..... | First..... | Turkey River Junction to West Union..... | 57.20 | ..... |
| Wisconsin Valley division..... | Second..... | Bellevue to Cascade..... | 85.50 | \$6,142,000.00 |
| Wisconsin & Minnesota division..... | First..... | Tomah to Merrill..... | 107.00 | ..... |
| | First..... | Merrill to Minocqua..... | 54.50 | 2,205,000.00 |
| | First..... | Wabasha to Zumbrota..... | 60.00 | ..... |
| | First..... | Hastings to Stillwater..... | 25.50 | ..... |
| | First..... | Northfield to Red Wing..... | 22.50 | ..... |
| | First..... | Wabasha to Chippewa Falls..... | 65.00 | ..... |
| | First..... | Red Cedar Junction to Cedar Falls..... | 21.00 | ..... |
| | First..... | Minneapolis to St. Paul and Short Line Bridge..... | 21.00 | ..... |
| Chicago and Lake Superior division..... | First..... | Read's Landing Bridge..... | 10.00 | 4,755,000.00 |
| | First..... | Janesville to Beloit..... | 14.00 | ..... |
| | First..... | Rockton to Rockford..... | 15.00 | ..... |
| Chicago and Missouri River division..... | First..... | Madison to Portage..... | 15.00 | 1,800,000.00 |
| | First..... | Tripp to Armour..... | 20.40 | ..... |
| | First..... | Roscoe to Bowdle..... | 15.50 | ..... |
| Dakota & Great Southern Railway..... | First..... | Roscoe to Orient..... | 41.10 | 8,068,000.00 |
| | First..... | Madison to Bristol..... | 102.70 | ..... |
| Fargo & Southern Railway..... | First..... | Andover to Harlem..... | 56.00 | 9,856,000.00 |
| Wisconsin Valley Railroad..... | First..... | Ortonville to Fargo..... | 102.70 | 1,200,000.00 |
| Income sinking fund, convertible..... | First..... | Tomah to Merrill..... | 117.00 | 1,108,500.00 |
| General mortgage..... | ..... | Not secured by mortgage..... | ..... | 352,000.00 |
|  | ..... | Authorized issue \$150,000,000—covering all property of the company..... | ..... | ..... |
|  | ..... | For refunding above mentioned debt and for extension and improvement of road..... | ..... | ..... |
| Milwaukee & Northern Railroad..... | First..... | North Milwaukee to Green Bay..... | ..... | 33,688,000.00 |
| Milwaukee & Northern R. R., consolidated*..... | Second..... | Hilbert Junction to Appleton..... | 126.77 | 2,155,000.00 |
| | First..... | North Milwaukee to Green Bay..... | ..... | ..... |
| | First..... | Green Bay to Champion..... | 253.81 | ..... |
| | Second..... | Hilbert Junction to Appleton..... | ..... | ..... |
| | First..... | Menasha to Neenah..... | 20.35 | ..... |
| | First..... | Oconto Junction to Oconto..... | 11.00 | ..... |
| | First..... | Ellis Junction to Menominee..... | 11.94 | ..... |
| | First..... | Wausaukee to Northwest..... | 22.43 | ..... |
| | First..... | Channing to Sidnaw..... | 17.00 | ..... |
| | First..... | Sidnaw to Ontonagon..... | 47.05 | ..... |
| | First..... | ..... | 45.90 | 5,062,000.00 |
| Total..... | ..... | ..... | ..... | \$136,226,500.00 |

*Authorized issue, \$8,000,000. For refunding above mentioned debt of \$2,155,000, and for extensions of road.

WHAT EQUIPMENT MORTGAGED.—All of the equipment and rolling stock reported as owned on page 65 of this report is covered by and included in the several mortgages of the company, and it is used on the whole line as an entirety without division.

WHAT INCOME MORTGAGED.—No special fund.

(Page 59.)

EMPLOYEES AND SALARIES—ENTIRE LINE.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compen- sation. |
|---|---------|---------------------------------------|------------------------------------|--|
| General officers | 32 | 11,680 | \$241,224.87 | \$20.65 |
| Other officers | 51 | 18,615 | 194,149.64 | 10.43 |
| General office clerks | 297 | 92,961 | 205,708.09 | 2.21 |
| Station agents | 898 | 281,074 | 484,827.53 | 1.73 |
| Other station men | 2,790 | 873,270 | 1,328,211.76 | 1.52 |
| Enginemen | 950 | 297,350 | 1,109,987.63 | 3.73 |
| Firemen | 945 | 295,785 | 608,400.20 | 2.26 |
| Conductors | 780 | 244,140 | 863,179.46 | 3.54 |
| Other trainmen | 1,203 | 376,539 | 784,396.23 | 2.08 |
| Machinists | 320 | 100,100 | 249,863.90 | 2.48 |
| Carpenters | 619 | 193,747 | 374,613.17 | 1.93 |
| Other shopmen | 1,850 | 579,050 | 1,000,328.67 | 1.73 |
| Section foremen | 950 | 297,350 | 517,385.27 | 1.74 |
| Other trackmen | 3,798 | 1,188,774 | 1,474,983.27 | 1.24 |
| Switchmen, flagmen and watchmen | 1,109 | 347,117 | 698,513.21 | 2.01 |
| Telegraph operators and dispatchers | 843 | 263,859 | 556,724.13 | 2.11 |
| All other employees and laborers | 4,191 | 1,311,783 | 2,986,621.09 | 2.28 |
| Total (including general officers) | 21,626 | 6,773,254 | \$13,739,112.92 | \$2.03 |
| Less general officers | 32 | 11,680 | 241,224.87 | 20.65 |
| Total (excluding general officers) | 21,594 | 6,761,574 | \$13,497,888.05 | \$2.00 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration | 380 | 123,256 | \$641,077.60 | \$5.20 |
| Maintenance of way and structures and permanent improvements | 7,098 | 2,221,674 | 3,355,162.87 | 1.51 |
| Maintenance of equipment and new equipment | 3,309 | 1,035,717 | 1,968,417.23 | 1.87 |
| Conducting transportation | 10,839 | 3,392,607 | 7,804,455.22 | 2.30 |
| Total (including general officers) | 21,626 | 6,773,254 | \$13,739,112.92 | \$2.03 |
| Less general officers | 32 | 11,680 | 241,224.87 | 20.65 |
| Total (excluding general officers) | 21,594 | 6,761,574 | \$13,497,888.05 | \$2.00 |
| Total (including general officers) entire line | 21,626 | 6,773,254 | 13,739,112.92 | 2.03 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Re- venue and Rates. | | |
|--|--|-------------------------------------|------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Total passenger revenue—page 35..... | | \$1,442,136.58 | | |
| Total passenger earnings—page 35..... | | 1,934,855.46 | | |
| Passenger earnings per mile of road..... | | 1,726.96 | | |
| Passenger earnings per train mile..... | | | 1.34 | 663 |
| FREIGHT TRAFFIC— | | | | |
| Total freight revenue—page 35..... | | 5,804,390.23 | | |
| Total freight earnings—page 35..... | | 5,847,858.96 | | |
| Freight earnings per mile of road..... | | 5,220.84 | | |
| Freight earnings per train mile..... | | | 2.23 | 663 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 7,246,526.81 | | |
| Passenger and freight revenue per mile of road..... | | 6,469.59 | | |
| Passenger and freight earnings—page 35..... | | 7,782,214.42 | | |
| Passenger and freight earnings per mile of road..... | | 6,947.84 | | |
| Gross earnings from operation—page 35..... | | 7,801,534.01 | | |
| Gross earnings from operation per mile of road..... | | 6,965.10 | | |
| Gross earnings from operation per train mile..... | | | 1.92 | 503 |
| Operating expenses—page 45 (excluding taxes)..... | | 3,744,484.62 | | |
| Operating expenses per mile of road (excluding taxes)..... | | 3,343.02 | | |
| Operating expenses per train mile (excluding taxes)..... | | | .92 | 443 |
| Income from operation—page 31..... | | 4,057,049.39 | | |
| Income from operation per mile of road..... | | 3,622.08 | | |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 1,383,068 | | | |
| Miles run by freight trains..... | 2,454,645 | | | |
| Miles run by mixed trains..... | 213,253 | | | |
| Total mileage trains earning revenue..... | 4,050,966 | | | |

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Re- venue and Rates. | | |
|--|--|-------------------------------------|-------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 7,677,769 | | | |
| Number of passengers carried one mile..... | 290,017,172 | | | |
| *Number of passengers carried one mile per mile of road..... | 46,847 | | | |
| Average distance carried, miles..... | 3,777 | | | |
| Total passenger revenue—page 35..... | | 6,778,921.20 | | |
| Average amount received from each passenger..... | | | .88. | .296 |
| Average receipts per passenger per mile..... | | | .02. | .337 |
| Total passenger earnings—page 35..... | | 9,304,240.44 | | |
| *Passenger earnings per mile of road..... | | 1,502.95 | | |
| Passenger earnings per train mile..... | | 1.09. | .857 | |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 15,830,156 | | | |
| Number of tons carried one mile..... | 3,070,579,710 | | | |
| *Number of tons carried one mile per mile of road..... | 496,001 | | | |
| Average distance haul of one ton, miles..... | 193.97 | | | |
| Total freight revenue—page 35..... | | 28,773,222.43 | | |
| Average amount received for each ton of freight..... | | | 1.81. | .762 |
| Average receipts per ton per mile..... | | | .00. | .987 |
| Total freight earnings—page 35..... | | 28,865,108.07 | | |
| *Freight earnings per mile of road..... | | 4,662.68 | | |
| Freight earnings per train mile..... | | 1.78. | .448 | |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 35,552,143.63 | | |
| *Passenger and freight revenue per mile of road..... | | 5,742.86 | | |
| Passenger and freight earnings—page 35..... | | 38,169,348.51 | | |
| *Passenger and freight earnings per mile of road..... | | 6,165.63 | | |
| Gross earnings from operation—page 35..... | | 38,310,632.49 | | |
| Gross earnings from operation per mile of road..... | | 6,188.44 | | |
| Gross earnings from operation per train mile..... | | | 1.55. | .458 |
| Operating expenses (excluding taxes)—page 45..... | | 22,776,670.42 | | |
| *Operating expenses per mile of road (excluding taxes)..... | | 3,679.19 | | |
| Operating expenses per train mile (excluding taxes)..... | | | .92. | .427 |
| Income from operation (excluding taxes)—page 31..... | | 15,533,962.07 | | |
| *Income from operation per mile of road (excluding taxes)..... | | 2,509.25 | | |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 8,188,048 | | | |
| Miles run by freight trains..... | 15,331,606 | | | |
| Miles run by mixed trains..... | 1,125,398 | | | |
| Total mileage trains earning revenue..... | 24,645,052 | | | |
| Miles run by switching trains..... | 4,309,209 | | | |
| Miles run by construction and other trains..... | 891,908 | | | |
| Grand total train mileage..... | 29,846,169 | | | |
| Mileage of loaded freight cars—north or east..... | 142,942,433 | | | |
| Mileage of loaded freight cars—south or west..... | 116,506,211 | | | |
| Mileage of empty freight cars—north or east..... | 39,640,882 | | | |
| Mileage of empty freight cars—south or west..... | 68,254,581 | | | |
| Average number of freight cars in train..... | 22.71 | | | |
| Average number of loaded cars in train..... | 16.04 | | | |
| Average number of empty cars in train..... | 6.67 | | | |
| Average number of tons of freight in train..... | 189.83 | | | |
| Average number of tons of freight in each loaded car..... | 11.84 | | | |

* 6,190.67 miles—see pages 9 and 67.

(Page 68.)

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Car- riers, Tons. | TOTAL FREIGHT TONNAGE. | |
|---|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | 8,806,648 | 207,792 | 8,806,440 | 22.764 |
| Flour | 516,880 | 17,205 | 588,585 | 8.371 |
| Other mill products | 186,024 | 11,902 | 197,926 | 1.250 |
| Hay | 66,920 | 12,672 | 79,592 | .508 |
| Tobacco | 32,900 | 861 | 83,821 | .210 |
| Fruit and vegetables | 181,881 | 65,450 | 196,881 | 1.245 |
| Flax seed | 148,729 | 10,920 | 159,658 | 1.009 |
| Other | 67,478 | 89,788 | 107,261 | .078 |
| Live stock | 655,993 | 150,615 | 806,478 | 5.005 |
| Dressed meats | 168,905 | 8,702 | 167,667 | 1.059 |
| Other packing-house products | 132,365 | 8,946 | 136,311 | .861 |
| Poultry, game and fish | 11,000 | 2,497 | 13,497 | .066 |
| Wool | 10,579 | 1,690 | 12,269 | .077 |
| Hides and leather | 43,683 | 8,759 | 46,792 | .295 |
| Eggs | 29,189 | 1,026 | 39,165 | .191 |
| Dairy products | 58,057 | 2,214 | 60,271 | .381 |
| Anthracite coal | 571,885 | 45,697 | 617,062 | 3.896 |
| Bituminous coal | 800,868 | 259,207 | 1,120,075 | 7.075 |
| Coke | 281,741 | 14,416 | 246,157 | 1.555 |
| Ores and minerals | 880,722 | 66,416 | 449,198 | 2.897 |
| Stone, sand and other like articles | 858,870 | 61,424 | 419,794 | 2.652 |
| Salt | 61,082 | 2,878 | 63,960 | .404 |
| Lumber, lath and shingles | 1,294,281 | 270,146 | 1,564,377 | 9.862 |
| Sash, doors and blinds | 87,740 | 743 | 88,488 | .248 |
| Other | 1,968,745 | 201,246 | 1,564,901 | 9.866 |
| Petroleum and other oils | 156,525 | 30,540 | 187,065 | 1.132 |
| Sugar | 4,088 | ..... | 4,088 | .025 |
| Iron and steel | 196,572 | 12,516 | 209,068 | 1.321 |
| Iron, pig and bloom | 150,121 | 11,473 | 161,594 | 1.021 |
| Iron and steel rails | 79,586 | 859 | 80,405 | .508 |
| Other castings and machinery | 99,870 | 4,543 | 104,413 | .690 |
| Bar and sheet metal | 56,746 | 2,870 | 59,616 | .377 |
| Cement, brick and lime | 287,527 | 45,599 | 338,086 | 2.104 |
| Agricultural implements | 162,066 | 15,524 | 177,590 | 1.122 |
| Wagons, carriages, tools, etc | 45,191 | 18,545 | 63,736 | .408 |
| Wines, liquors and beers | 255,623 | 5,020 | 260,643 | 1.646 |
| Household goods and furniture | 56,394 | 3,277 | 59,611 | .377 |
| Paper | 85,829 | 4,047 | 89,876 | .568 |
| Other | 341,548 | 86,228 | 427,776 | 2.702 |
| Merchandise | 996,245 | 116,627 | 1,062,922 | 6.651 |
| Ice | 281,818 | 7,750 | 259,508 | 1.629 |
| Total tonnage—entire line | 14,005,142 | 1,825,014 | 15,890,156 | 100.000 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | | |
|--------------------------------------|---------------------------|------------------------------|------------------------------------|---------------|--|---|--|
| | | | No. | Name. | No. | Name. | |
| LOCOMOTIVES—Owned and Leased: | | | | | | | |
| Passenger..... | 2 | 212 | 212 | Westinghouse. | ..... |  |  |
| Freight..... | *15 | 486 | 476 | Westinghouse. | 30 | | |
| Switching..... | 11 | 115 | 60 | Westinghouse. | 10 | | |
| Total locomotives in service..... | *22 | 813 | 748 | | 40 | | |
| Total locomotives owned..... | *32 | 813 | 748 | | 40 | | |
| CARS—Owned and Leased: | | | | | | | |
| IN PASSENGER SERVICE— | | | | | | | |
| First-class cars..... | 6 | 173 | 173 | Westinghouse. | 173 | 162 Miller. 7 Cowell. 3 Sloan-M. 1 Cowell-M. 205 Miller. 5 Hien. 1 Buckeye. 11 Miller. 2 Hien. 4 Miller. 3 Cowell-M. 1 Sloan. | |
| Second-class cars..... | *7 | 217 | 216 | Westinghouse. | 211 | 12 Miller. 3 Cowell. 39 Miller. 3 National. 7 Cowell. 4 Cowell-M. 205 Miller. 2 Buckeye. 14 Hien. 2 Safford. 1 Cowell-M. Miller. | |
| Combination cars..... | | 14 | 14 | Westinghouse. | 13 | | |
| Dining cars..... | | 8 | 8 | Westinghouse. | 8 | | |
| Parlor cars..... | *1 | 15 | 15 | Westinghouse. | 15 | | |
| Sleeping cars..... | | 53 | 53 | Westinghouse. | 53 | | |
| Baggage, express and postal cars | 6 | 295 | 291 | Westinghouse. | 284 | | |
| Other cars in passenger service..... | 2 | 2 | 2 | Westinghouse. | 2 | | |
| Total..... | 4 | 777 | 772 | | 759 | | |
| IN FREIGHT SERVICE— | | | | | | | |
| Box cars..... | 3,423 | 23,676 | 17,057 | Westinghouse. | 23,398 | M. C. B. | |
| Flat cars..... | 598 | 6,162 | 3,240 | Westinghouse. | 6,076 | M. C. B. | |
| Stock cars..... | *132 | 2,726 | 1,525 | Westinghouse. | 2,665 | M. C. B. | |
| Refrigerator cars..... | *9 | 715 | 694 | Westinghouse. | 714 | M. C. B. | |
| Other cars in freight service..... | *65 | 245 | 245 | Westinghouse. | 245 | M. C. B. | |
| Total..... | 3,815 | 33,524 | 22,761 | | 33,098 | | |
| IN COMPANY'S SERVICE— | | | | | | | |
| Officers' and pay cars..... | 2 | 13 | 13 | Westinghouse. | 13 | 4 Nat., 9 Mil. | |
| Derrick cars..... | | 11 | 4 | Westinghouse. | 11 | M. C. B. | |
| Caboose cars..... | 15 | 498 | 5 | Westinghouse. | 488 | M. C. B. | |
| Other road cars..... | 8 | 69 | 8 | Westinghouse. | 65 | M. C. B. | |
| Total..... | 25 | 591 | 30 | | 577 | | |
| Total cars in service..... | 3,844 | 34,892 | 23,563 | | 34,434 | | |
| Total cars owned..... | 3,844 | 34,892 | 23,563 | | 34,434 | | |

* Deduct.

EXPLANATORY REMARKS.

(Page 64.)

Automatic Couplers on Freight Equipment.

| CLASS. | Box. | Refrigerator. | Stock. | Flat. | Ore. | Ca'bse | Other. | Totals. |
|-----------------|--------|---------------|--------|-------|------|--------|--------|---------|
| Hien..... | 8,553 | 54 | 1,005 | 2,817 | 47 | 338 | 24 | 12,838 |
| Janney..... | 9,128 | 240 | 792 | 1,266 | 100 | 37 | 17 | 11,580 |
| Buckeye..... | 4,651 | 275 | 490 | 748 | 98 | 113 | 34 | 6,400 |
| California..... | 66 | | 173 | 1,033 | | | | 1,272 |
| Gould..... | 582 | | | 1 | | | | 583 |
| Columbia..... | 47 | 98 | | 116 | | | | 261 |
| Tower..... | 191 | | 1 | 1 | | | | 193 |
| Mather..... | 10 | | 99 | | | | | 109 |
| Drexel..... | 18 | 1 | | 77 | | | | 96 |
| Chicago..... | 1 | | 86 | 1 | | | | 88 |
| Washburn..... | 73 | | 1 | 9 | | | | 83 |
| Dowling..... | 13 | 46 | | | | | | 59 |
| Eureka..... | 25 | | | | | | | 25 |
| Williams..... | 3 | | | | | | | 3 |
| Hinson..... | 1 | | | | | | | 1 |
| Standard..... | 1 | | | | | | | 1 |
| Safford..... | 35 | | 18 | 7 | | | 1 | 61 |
| Totals..... | 23,398 | 714 | 2,665 | 6,076 | 245 | 488 | 76 | 33,662 |

MILEAGE.

(Page 87.)

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|----------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 6,147.90 | | | | | 42.77 | 6,190.67 | | 419.78 | 5,728.12 |
| Miles of second track | 255.57 | | | | | 24.72 | 280.29 | .78 | | 255.57 |
| Miles of third track | 5.02 | | | | | 1.14 | 6.16 | 1.77 | | 5.02 |
| Miles of fourth track | 1.72 | | | | | | 1.72 | 1.72 | | 1.72 |
| Miles of yard track and sidings | 1,408.57 | | | | | 26.07 | 1,434.64 | 63.61 | 797.08 | 670.89 |
| Miles of connecting track | 31.93 | | | | | 1.10 | 33.03 | .21 | 17.32 | 14.61 |
| Total mileage operated (all tracks) .. | 7,910.51 | | | | | 95.80 | 8,006.31 | 68.09 | 1,234.78 | 6,075.73 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | 317.58 | | | | | 21.43 | 339.01 | | | |
|--|----------|--|--|--|--|-------|----------|--|--------|----------|
| Illinois | 1,648.81 | | | | | 1.05 | 1,650.46 | | 24.52 | 316.89 |
| Wisconsin | 1,552.48 | | | | | 3.99 | 1,556.44 | | 78.99 | 1,624.29 |
| Iowa | 1,117.49 | | | | | 2.60 | 1,120.09 | | 126.04 | 1,474.12 |
| Minnesota | 118.21 | | | | | | 118.21 | | 5.96 | 981.45 |
| North Dakota | 1,101.06 | | | | | | 1,101.06 | | 184.21 | 117.25 |
| South Dakota | 140.27 | | | | | 6.06 | 146.33 | | | 916.85 |
| Missouri | 152.00 | | | | | | 152.00 | | | 140.27 |
| Michigan | | | | | | 6.90 | 6.90 | | | 152.00 |
| Nebraska | | | | | | .77 | .77 | | | |
| Kansas | | | | | | | | | | |
| Total mileage operated (single track) .. | 6,147.90 | | | | | 42.77 | 6,190.67 | | 419.78 | 5,728.12 |

MILEAGE—Continued.
C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|---------------------------------------|------------------------|----------------------------|--|--------|----------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Illinois..... | 317.58 | ..... | 317.58 | ..... | 69 | 316.89 |
| Wisconsin..... | 1,648.81 | ..... | 1,648.81 | ..... | 24.52 | 1,624.29 |
| Iowa..... | 1,552.48 | ..... | 1,552.48 | ..... | 78.96 | 1,474.12 |
| Minnesota..... | 1,117.49 | ..... | 1,117.49 | ..... | 136.04 | 981.45 |
| North Dakota..... | 118.21 | ..... | 118.21 | ..... | 5.96 | 112.25 |
| South Dakota..... | 1,101.06 | ..... | 1,101.06 | ..... | 184.21 | 916.85 |
| Missouri..... | 140.27 | ..... | 140.27 | ..... | ..... | 140.27 |
| Michigan..... | 152.00 | ..... | 152.00 | ..... | ..... | 152.00 |
| Total mileage owned (single track)..... | 6,147.90 | ..... | 6,147.90 | ..... | 419.78 | 5,728.12 |

MILEAGE—STATE OF MINNESOTA.

(Page 57, B.)

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprie- tary Com- panies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Con- structed During Year. | RAILS. | |
|--|---------------------------------------|------------------------|---|-------------------------------------|--|--|-------------------------------|---|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 1,117.49 | ..... | ..... | ..... | ..... | 2.60 | 1,120.09 | ..... | 126.04 | 991.45 |
| Miles of second track..... | 10.60 | ..... | ..... | ..... | ..... | .64 | 11.24 | ..... | ..... | 10.60 |
| Miles of third track..... | 1.63 | ..... | ..... | ..... | ..... | ..... | 1.63 | ..... | ..... | 1.63 |
| Miles of fourth track..... | 5.50 | ..... | ..... | ..... | ..... | .09 | 5.59 | ..... | 3.27 | 2.32 |
| Miles of yard track and sidings..... | 212.36 | ..... | ..... | ..... | ..... | 1.73 | 213.99 | ..... | 104.00 | 108.26 |
| Total mileage operated (all tracks)..... | 1,947.48 | ..... | ..... | ..... | ..... | 5.06 | 1,952.54 | ..... | 233.31 | 1,114.17 |

B. Mileage of Line Operated by States and Territories (Single Track).

See page 67, A.

C. Mileage of Line Owned by States and Territories (Single Track).

See page 67, A.

(Page 69.)

RENEWALS OF RAILS AND TIES—ENTIRE LINE.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|--------|--------------------------|--|----------------------------|-----------|---|
| KIND. | Tons. | Weight Per Yard, Pounds. | Av. Price Per Ton at Distributing Point. | KIND. | Number. | Av. Price at Distributing Point, Cents. |
| Steel | 25,494 | 75 | \$17.58 | Mixed..... | 1,840,924 | 34.20 |
| Total..... | 25,494 | 75 | \$17.58 | Total..... | 1,840,924 | 34.20 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|-------------------------|--------------------|----------------------------|------------|-----------------------------------|
| Passenger..... | 381,407 | 1,458 | 382,866 | 8,988,135 | 85.51 |
| Freight..... | 782,070 | 2,960 | 785,030 | 18,829,145 | 85.50 |
| Switching..... | 183,845 | 702 | 184,547 | 4,906,209 | 85.49 |
| Construction..... | 38,069 | 147 | 38,216 | 891,908 | 85.60 |
| Total..... | 1,385,421 | 5,297 | 1,388,070 | 32,468,397 | 85.50 |
| Average cost at distributing point.. | \$1.70 | \$1.99 | \$1.70 | ..... | ..... |

(Page 71.)

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--------------------------------------|------------|---------|----------------------------------|---------|------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling..... | 1 | 7 | 2 | 1 | ..... | ..... | 3 | 8 |
| Falling from trains and engines..... | 2 | 9 | ..... | ..... | 1 | ..... | 2 | 10 |
| Overhead obstructions..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| At stations..... | ..... | 2 | ..... | ..... | 2 | 7 | 2 | 9 |
| Total..... | 4 | 18 | 2 | 1 | 2 | 8 | 8 | 27 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|---------------------------|-------------|---------|--------------|---------|------------------|---------|---------|---------|
| | PASSENGERS. | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| At highway crossings..... | | | 3 | 6 | | | 3 | 6 |
| At stations..... | | 2 | 12 | 2 | | | 12 | 2 |
| Total..... | | 2 | 15 | 8 | | | 15 | 8 |

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

To secure data for correctly compiling the statement here requested it will be necessary to make a resurvey of a large portion of the system, as in the last twenty years modifications of grades have been made, of which there are, in many instances, no records in the engineer's office. On some lines acquired by this company there are no profiles in existence.

To compile what data we have would require about three months' time, and to make a survey of the parts of the line of which we have not correct records, may require four months' work with a field party.

(Page 75.)

CHARACTERISTICS OF ROAD STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. | ITEM. | Number. | Height of Lowest Above Surface of Rail. Ft. In. |
|-------------------|---------|-------------------------|-----------------------|-----------------------|-----------------------------|---------|---|
| Bridges— | | | | | Overhead Highway Crossings— | | |
| Iron | 74 | 7,565 | 8 | 359 | Bridges | 8 | 19 10 |
| Wooden | 21 | 3,673 | 46 | 248 | Trestles | 21 | 14 9 |
| Combination | 1 | 112 | 112 | 112 | Total | 29 | 14 9 |
| Total | 96 | 11,350 | 8 | 359 | Overhead Railway Crossings— | | |
| Trestles— | | | | | Trestles | 1 | 22 3 |
| Iron | 17 | 3,985 | 65 | 366 | Total | 1 | 22 3 |
| Wooden | 994 | 75,900 | 6 | 3,400 | | | |

Gauge of track, 4 feet 8½ inches. 1,002.11 miles.

Gauge of track, 3 feet. 117.98 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

| Miles of Line. | Miles of Wire. | OPERATED BY ANOTHER COMPANY. | | |
|----------------|----------------|------------------------------|----------------|----------------------------------|
| | | Miles of Line. | Miles of Wire. | Name of Operating Company. |
| 1,095.00 | 3,701.50 | 1,095.00 | 3,701.50 | Western Union Telegraph Company. |

B. Owned by Another Company, but Located on Property of Road Making this Report.

For the construction of the telegraph lines the Western Union Telegraph Company, or the Northwestern Telegraph Company, in some cases, furnished some material and claim joint ownership.

Amount or mileage, not definitely fixed.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

| NAME OF OWNER. | Description. | Rate, Cents. | Amount. |
|--|--------------|--------------|-----------|
| Abernathy Furniture Co. | Box | 6-10 | \$15.14 |
| American Cereal Co. Despatch | Box | 6-10 | 958.12 |
| American Live Stock Transportation Co. | Stock | 6-10 | 23.50 |
| American Refrigerator Transit Co. | Refrigerator | 3 | 1,013.36 |
| American Tank Line | Tank | 3 | 235.90 |
| Anglo-American Refrigerator Car Co. | Refrigerator | 1 | 19.04 |
| Armour Car Lines | Box | 3-5 | 701.52 |
| Armour Car Lines | Stock | 3 | 61.98 |
| Armour Car Lines | Tank | 3 | 2,408.84 |
| Armour Car Lines | Refrigerator | 3 | 8,497.44 |
| Armour Car Lines | Refrigerator | 1 | 68,510.02 |
| Arms Palace Horse Car Co. | Stock | 6-10 | 400.97 |
| Atlanta Stone, Coal & Lumber Co. | Flat | 6-10 | 16.06 |
| Archer & Douglas | Tank | 3 | 124.64 |
| Arper, G. W. | Tank | 3 | 155.98 |
| Barrett & Barrett | Box | 3-5 | 5.90 |
| Barrett & Barrett | Refrigerator | 3 | 49.00 |
| Barrett, S. E., Mfg Co. | Tank | 3 | 422.98 |
| Bott, C., estate | Box | 6-10 | 1.24 |
| Brill, J. C., Co. | Flat | 6-10 | 7.56 |
| Britton, D. W. | Box | 6-10 | 50.64 |
| Burton Stock Car Co. | Stock | 6-10 | 384.91 |
| Barney & Smith Car Co. | Flat | 6-10 | 20.98 |
| California Fruit Express Co. | Refrigerator | 3 | 341.29 |
| California Fruit Express Co. | Refrigerator | 1 | 4,730.11 |
| California Fruit Transportation Co. | Refrigerator | 3 | 1,298.43 |
| California Fruit Transportation Co. | Refrigerator | 1 | 456.16 |
| Canada Southern Line | Box | 6-10 | 104.75 |
| Canadian Pacific Despatch | Box | 6-10 | 683.54 |
| Canada Cattle Car Co. | Stock | 6-10 | 24,394.01 |
| Case, J. I., Threshing Machine Co. | Flat | 6-10 | 3,849.20 |
| Cedar Rapids Refrigerator Express | Refrigerator | 1 | 2,624.86 |
| Central Equipment Co. | Box | 6-10 | 11.17 |
| Chappell Chemical Co. | Box | 6-10 | 5.15 |
| Chicago, New York & Boston Refrigerator Line | Refrigerator | 3 | 4,477.19 |
| Chicago Sand Co. | Flat | 3-5 | .85 |
| Chicago Refrigerator Car Line | Refrigerator | 3 | 376.80 |
| Cleveland Provision Co. | Refrigerator | 3 | 33.47 |
| Cleveland Provision Co. | Box | 3-5 | 10.00 |
| Cold Blast Transportation Co. | Refrigerator | 1 | 3,689.75 |
| Crystal Oil Refining Co. | Tank | 3 | 1.24 |
| Crystal Tank Line | Tank | 3 | 512.64 |
| Corn Planters Refining Co. | Tank | 3 | 5.72 |
| Consolidated Cattle Car Co. | Stock | 6-10 | 164.60 |
| Continental Fruit Express | Refrigerator | 3 | 3,621.17 |
| Continental Fruit Express | Refrigerator | 1 | 11,004.33 |
| Continental Refining Co. | Tank | 3 | 11.20 |
| Oudahy Milwaukee Refrigerator Line | Refrigerator | 1 | 346.91 |
| Oudahy Refrigerator Line | Tank | 3 | 148.88 |
| Oudahy Refrigerator Line | Refrigerator | 1 | 6,654.11 |
| Cripples, Samuel, Wooden-Ware Co. | Wooden-ware | 6-10 | 42.06 |
| Commerce Despatch Line | Box | 6-10 | 868.66 |
| Corsicana Cotton Oil Co. | Tank | 3 | 3.25 |
| Craig Oil Co. | Tank | 3 | 32.74 |
| Dairy Dealers Despatch | Refrigerator | 3 | 772.62 |
| Dold, Jacob, Packing Co. | Refrigerator | 1 | 128.18 |
| Doloso & Shepard | Flat | 3-5 | .66 |
| Empire Line | Box | 3-5 | 986.02 |
| Empire Oil Works | Tank | 3 | 27.04 |
| Ellis, J., & Co. | Box | 3-5 | 1.06 |
| Ellis, J., & Co. | Tank | 3 | 1.98 |
| Emory Manufacturing Co. | Tank | 3 | 18.80 |
| Express Coal Line | Flat | 3-5 | 68.35 |
| Eagle Cotton Oil Co. | Tank | 3 | 1.24 |
| Excelsior Horse Car Line | Stock | 3-5 | 46.00 |
| Frick, H. O. | Box | 3-5 | 5.12 |
| Farrell Car Line | Tank | 3 | 5.19 |
| Geiser Manufacturing Co. | Flat | 3-5 | 34.47 |
| Freedon Oil Works | Tank | 3 | 7.76 |
| Carried forward | | | * |

CAR MILEAGE - Continued.

| NAME OF OWNER. | Description. | Rate, Cents. | Amount. |
|---|-------------------|-----------------|-----------|
| Brought forward..... | | | \$ |
| Germania Refining Co..... | Tank..... | 3/4 | 62.88 |
| German-American Refrigerator Line..... | Refrigerator..... | 3/4 | 7.29 |
| German-American Refrigerator Line..... | Refrigerator..... | 3/4 | 31.85 |
| Glade Oil Works..... | Tank..... | 3/4 | 3.96 |
| Hammond Refrigerator Line..... | Box..... | 3-5 | 85.86 |
| Hammond Refrigerator Line..... | Refrigerator..... | 1 | 1,897.66 |
| Havens, C. B., & Co..... | Box..... | 3-5 | 79.96 |
| Hackett Refrigerator Car Co..... | Refrigerator..... | 3/4 | 20.09 |
| Hein, Ferdinand, Brewing Co..... | Refrigerator..... | 3/4 | 13.12 |
| Horlick Food Co..... | Box..... | 3-5 | 50 |
| Heinz, H. J., Co..... | Tank..... | 3/4 | 72.54 |
| Horns Coalery Co..... | Flat..... | 3-5 | 1.69 |
| Independent Refining Co..... | Tank..... | 3/4 | 27.23 |
| Indiana Tank Line..... | Tank..... | 3/4 | 95.12 |
| Indianapolis Brewing Co. Refrigerator Line..... | Refrigerator..... | 3/4 | 16.54 |
| Joyce, F. B..... | Tank..... | 3/4 | 36.50 |
| Kansas City Dressed Beef Line..... | Box..... | 3-5 | 770.88 |
| Kansas City Dressed Beef Line..... | Tank..... | 3/4 | 38.18 |
| Kansas City Dressed Beef Line..... | Refrigerator..... | 3/4 | 750.05 |
| Kansas City Dressed Beef Line..... | Refrigerator..... | 1 | 57,218.88 |
| Kansas City Refrigerator Car Co..... | Refrigerator..... | 1 | 617.87 |
| Kansas Manufacturers Despatch..... | Box..... | 3-5 | 16.06 |
| Keystone Live Stock Express..... | Stock..... | 3-5 | 28.28 |
| Kingan Refrigerator Line..... | Refrigerator..... | 1 | 25.74 |
| Laurel Hill Car & Coal Co..... | Box..... | 3-5 | 787.11 |
| Libby, McNeill & Libby..... | Refrigerator..... | 3/4 | 102.68 |
| Lipton Refrigerator Line..... | Refrigerator..... | 1 | 558.98 |
| Live Stock Poultry Transportation Co..... | Poultry..... | 3-5 | 650.24 |
| Lewis Roofing & Manufacturing Co..... | Box..... | 3-5 | 3.30 |
| Lewis Roofing & Manufacturing Co..... | Tank..... | 3/4 | 37.91 |
| Lima Locomotive & Machine Co..... | Flat..... | 3-5 | 7.47 |
| Manhattan Oil Co..... | Tank..... | 3/4 | 154.59 |
| Mansur & Tebbetts Implements Co..... | Box..... | 3-5 | 23.77 |
| Mather Horse & Stock Car Co..... | Stock..... | 3-5 | 715.19 |
| Menasha Wooden-ware Co..... | Wooden-ware..... | 3-5 | 1,574.82 |
| Merchants Despatch Transportation Co..... | Box..... | 3-5 | 1,116.00 |
| Merchants Despatch Transportation Co..... | Refrigerator..... | 3/4 | 9,462.75 |
| Merchants & Planters Oil Co..... | Tank..... | 3/4 | 1.24 |
| Milwaukee Manufacturing Co..... | Stock..... | 3-5 | 3,141.84 |
| Mitchell, Lewis, Co..... | Box..... | 3-5 | 90.79 |
| Moon, J. W., Buggy Co..... | Box..... | 3-5 | 3.79 |
| Morrell Refrigerator Line..... | Refrigerator..... | 1 | 2,351.32 |
| Menasha Chair Co..... | Box..... | 3-5 | 33.14 |
| Morris, Nelson & Co..... | Box..... | 3-5 | 10.42 |
| Morris, Nelson & Co..... | Refrigerator..... | 1 | 764.69 |
| Morris & Butt Transportation Co..... | Stock..... | 3-5 | 117.80 |
| Musanti & Button..... | Tank..... | 3/4 | 144.80 |
| Milwaukee Gas Light Co..... | Tank..... | 3/4 | 2.98 |
| Miller, A. D. & Co., Oil Works..... | Tank..... | 3/4 | 13.83 |
| National Despatch Line..... | Box..... | 3-5 | 277.63 |
| National Linseed Oil Co..... | Box..... | 3-5 | 6.55 |
| National Linseed Oil Co..... | Tank..... | 3/4 | 228.70 |
| National Rolling Stock Co..... | Flat..... | 6-10 | 298.94 |
| North & South Rolling Stock Co..... | Refrigerator..... | 3/4 | 2.82 |
| North & South Rolling Stock Co..... | Box..... | 6-10 | 147.16 |
| Omaha Brewing Association..... | Refrigerator..... | 3/4 | 11.91 |
| Omaha Packing Co..... | Tank..... | 3/4 | 219.97 |
| Omaha Packing Co..... | Refrigerator..... | 1 | 410.32 |
| Osborne, Saeger Coal Transit Co..... | Box..... | 3-5 | .98 |
| Paragon R-fining Co..... | Tank..... | 3/4 | 458.30 |
| Peavey Grain Line..... | Box..... | 3-5 | 23.49 |
| Peerless Transit Co..... | Tank..... | 3/4 | 80.64 |
| Penn Refining Co..... | Tank..... | 3/4 | 142.69 |
| Peoria & Hutchinson Cooperage Co..... | Box..... | 3-5 | 49.47 |
| Producers Oil Co..... | Tank..... | 3/4 | 37.53 |
| Provision Dealers Despatch..... | Tank..... | 3/4 | 46.82 |
| Provision Dealers Despatch..... | Refrigerator..... | 1 | 192.33 |
| Pullman's Palace Car Co..... | Flat..... | 3-5 | 5.15 |
| Pullman's Palace Car Co..... | Tourist..... | 1 | 607.69 |
| Pullman's Palace Car Co..... | Sleeper..... | 3 | 649.43 |
| Racine Wagon & Carriage Co..... | Box..... | 3-5 | 110.59 |
| Red Line Transit Co..... | Box..... | 3-5 | 267.64 |
| Carried forward..... | | | \$ |

CAR MILEAGE Continued.

| NAME OF OWNER. | Description. | Rate. Cents. | Amount. |
|--|--------------------|-----------------|--------------|
| Brought forward..... | | | \$ |
| Rend, W. P. Transportation Co..... | Box | 3-5 | 84.81 |
| Rock Falls Manufacturing Co..... | Box | 3-5 | 9.24 |
| Rumley, M., Co..... | Box | 3-5 | 27.29 |
| St. Charles Car Co..... | Box | 3-5 | 4.76 |
| Shippers Refrigerator Car Co..... | Refrigerator | 3-4 | 973.58 |
| St. Louis Refrigerator Car Co..... | Refrigerator | 3-4 | 300.04 |
| St. Louis Refrigerator Car Co..... | Refrigerator | 1 | 292.28 |
| Scofield, Shurmer & Teagle..... | Tank | 3-4 | 181.40 |
| Squire's Car Lines..... | Stock | 3-5 | 190.74 |
| St. Paul Refrigerator Car Co..... | Refrigerator | 1 | 10.85 |
| Santa Fe Refrigerator Car Co..... | Refrigerator | 1 | 1,751.69 |
| St. Charles Refrigerator Despatch..... | Refrigerator | 3-4 | 175.96 |
| Southern Despatch Lumber Line..... | Refrigerator | 3-4 | 10.16 |
| Southern Despatch Lumber Line..... | Box | 3-5 | 10.15 |
| Southern Freight Line..... | Box | 3-5 | 17.42 |
| Southern Iron Car Line..... | Box | 3-5 | 181.50 |
| Street's Stable Car Line..... | Stock | 3-5 | 25,926.55 |
| Swift Refrigerator Line..... | Box | 3-5 | 908.62 |
| Swift Refrigerator Line..... | Tank | 3-4 | 509.69 |
| Swift Refrigerator Line..... | Refrigerator | 1 | 33,497.91 |
| Swift Live Stock Express..... | Stock | 3-5 | 770.34 |
| Southern Cotton Oil Co..... | Tank | 3-4 | 1.24 |
| Titusville Oil Works..... | Tank | 3-4 | 87.45 |
| Union Refrigerator Transit Co..... | Refrigerator | 3-4 | 3,182.40 |
| Union Refrigerator Transit Co..... | Refrigerator | 1 | 62,424.28 |
| Union Tank Line..... | Rack | 3-5 | 187.69 |
| Union Tank Line..... | Tank | 3-4 | 17,417.21 |
| Venice Transportation Co..... | Box | 3-5 | 96.74 |
| Weaver, Getz Co..... | Flat | 3-5 | 21.78 |
| Wagner Palace Car Co..... | Tourist..... | 1 | 233.85 |
| Wagner Palace Car Co..... | Sleeper | 2 | 56.76 |
| Waverly Oil Co..... | Tank | 3-4 | 23.23 |
| Western Equipment & Car Co..... | Box | 3-5 | 198.83 |
| Western Meat Refrigerator Express..... | Refrigerator | 1 | 17.08 |
| Western Refrigerator Transit Co..... | Refrigerator | 3-4 | 223.85 |
| Western Refrigerator Transit Co..... | Refrigerator | 1 | 761.57 |
| White Line Transit Co..... | Box | 3-5 | 123.81 |
| Wogan Bros..... | Tank | 3-4 | 3.75 |
| Wilburine Oil Works..... | Tank | 3-4 | 4.66 |
| Western Refrigerator Line..... | Refrigerator | 1 | 2,245.61 |
| Western Live Stock Express..... | Stock | 3-5 | 232.23 |
| Warren Refining Co..... | Tank | 3-4 | 6.27 |
| Total..... | | | \$398,121.38 |

Chicago Great Western Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago Great Western Railway Company.
2. Date of organization? Jan. 5, 1892.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under General Laws of state of Illinois. Articles of incorporation filed with Secretary of State for state of Illinois, Jan. 16, 1892.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
5. Date and authority for each consolidation? Not a consolidated company.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. A reorganized company. Organized for the purpose of reorganizing the Chicago, St. Paul & Kansas City Railway Company. The Chicago, St. Paul & Kansas City Railway Company was organized under the general laws of the state of Iowa.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|--------------------------|---------------------|-----------------------------|
| H. E. Fletcher | Minneapolis, Minn. | September, 1899 |
| Ansel Oppenheim | St. Paul, Minn. | September, 1899 |
| Maurice S. Woomser | New York City | September, 1899 |
| C. W. Benson | St. Paul, Minn. | September, 1900 |
| J. W. Lusk | St. Paul, Minn. | September, 1900 |
| Sam C. Stickney | St. Paul, Minn. | September, 1900 |
| A. B. Stickney | St. Paul, Minn. | September, 1901 |
| Arnold Kalman | St. Paul, Minn. | September, 1901 |
| F. Weyerhauser | St. Paul, Minn. | September, 1901 |

LONDON FINANCE COMMITTEE

| | |
|-------------------------------------|-----------------|
| The Right Hon. Wm. Lidderdale | London, England |
| Mr. Howard Gilliot | London, England |
| Mr. Alexander F. Wallace | London, England |
| Mr. Edwin Waterhouse | London, England |
| Mr. C. Sligo de Pothonier | London, England |

Total number of stockholders at date of last election? 2,205.

Date of last meeting of stockholders for election of directors? Sept. 8, 1898.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? W. B. Bend, Vice President and Auditor, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|--------------------------------------|------------------------------|---------------------|
| Chairman of the Board | A. B. Stickney | St. Paul, Minn. |
| President | A. B. Stickney | St. Paul, Minn. |
| Vice President | A. Oppenheim | St. Paul, Minn. |
| Vice President | A. Kalman | St. Paul, Minn. |
| Vice President | C. W. Benson | St. Paul, Minn. |
| Secretary | R. C. Wight | St. Paul, Minn. |
| Treasurer | C. O. Kalman | St. Paul, Minn. |
| General Counsel | F. B. Kellogg | St. Paul, Minn. |
| Attorney | Daniel W. Lawler | St. Paul, Minn. |
| Vice President and Auditor | W. B. Bend | St. Paul, Minn. |
| General Manager | Samuel C. Stickney | St. Paul, Minn. |
| Chief Engineer | H. Fernstrom | St. Paul, Minn. |
| General Superintendent | R. Dupuy | St. Paul, Minn. |
| Division Superintendent | J. A. Kelly | St. Paul, Minn. |
| Division Superintendent | J. Berlingett | Des Moines, Iowa |
| Division Superintendent | R. W. Edwards | Dubuque, Iowa |
| Traffic Manager | P. C. Stohr | St. Paul, Minn. |
| General Freight Agent | S. O. Brooks | St. Paul, Minn. |
| Asst. Gen. Freight Agent | F. H. Tibbits | St. Paul, Minn. |
| Asst. Gen. Freight Agent | T. M. Hooper | St. Paul, Minn. |
| Asst. Gen. Freight Agent | S. E. Stohr | Chicago, Ill. |
| Asst. Gen. Freight Agent | C. R. Berry | Kansas City, Mo. |
| General Passenger Agent | F. H. Lord | Chicago, Ill. |
| Asst. Gen. Passenger Agt. | H. D. Badgley | Chicago, Ill. |
| General Ticket Agent | F. H. Lord | Chicago, Ill. |
| Asst. Gen. Ticket Agent | H. D. Badgley | Chicago, Ill. |
| General Baggage Agent | G. T. Spilman | Chicago, Ill. |

(Page 9, A.)

PROPERTY OPERATED STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named. | Miles of Line for Each Class of Roads Named. |
|-----------------------------------|-----------------------------------|--------------------------|------------------------------------|--|
| | From. | To. | | |
| 1. Chicago Gt. Western Ry. Co. | St. Paul, Minn. | Dubuque, Iowa. | 253.53 | ..... |
| a. | Aiken, Ill. | Forest Home, Ill. | 146.73 | ..... |
| | Oelwein, Iowa. | Des Moines, Iowa. | 130.53 | ..... |
| | Des Moines, Iowa. | St. Joseph, Mo. | 159.25 | ..... |
| | Bee Creek, Mo. | Beverly, Mo. | 23 | ..... |
| | | | | 712.84 |
| b. | Hayfield, Minn. | Manly Jct., Iowa. | 47.20 | ..... |
| | Sumner, Iowa. | Hampton, Iowa. | 63.95 | ..... |
| | Cedar Falls, Iowa. | Wilson Jct., Iowa. | 7.48 | ..... |
| | Eden, Minn. | Mantorville, Minn. | 7.57 | ..... |
| | Sycamore, Ill. | DeKalb, Ill. | 5.81 | ..... |
| | | | | 132.01 |
| 5. St. Paul & Northern Pacific.. | Minneapolis, Minn. | St. Paul, Minn. | 10.56 | ..... |
| Dunleith & Dubuque Bridge. | Dubuque, Iowa. | East Dubuque, Ill. | .59 | ..... |
| Illinois Central. | East Dubuque, Ill. | Portage Curve, Ill. | 13.23 | ..... |
| Chicago, Burlington & Nor. | Portage Curve, Ill. | Aiken, Ill. | 1.85 | ..... |
| Chicago Terminal Tfr. Co. | Forest Home, Ill. | Chicago, Ill. | 10.18 | ..... |
| Des Moines Union Ry. | In city of Des Moines, Iowa. | Iowa. | 2.26 | ..... |
| Des Moines & Kansas City. | In city of Des Moines, Iowa. | Iowa. | .44 | ..... |
| K. C., St. Jo. & C. Bluffs. | In city of St. Joseph, Mo. | Mo. | .81 | ..... |
| St. Joseph Terminal Co. | In city of St. Joseph, Mo. | Mo. | .39 | ..... |
| Kansas City Northwestern. | Leavenworth, Kas. | Kansas City, Kas. | 27.91 | ..... |
| Leavenworth Nor. & So. | In city of Leavenw'h, Kas. | Kas. | 2.46 | ..... |
| Leavenworth, Topeka & S.W. | In city of Leavenw'h, Kas. | Kas. | 1.40 | ..... |
| Chicago, Rock Island & Pac. | Beverly, Mo. | Stillings, Mo. | 3.59 | ..... |
| Leavenworth Ter.Ry. & B. Co. | Stillings, Mo. | Leavenworth, Kas. | 1.56 | ..... |
| Atchison, Topeka & S. Fe. | St. Joseph, Mo. | Bee Creek, Mo. | 7.03 | ..... |
| Kansas City Sub. Belt. | In city of Kas. City. | Kas. and Mo. | 2.50 | ..... |
| | | | | 87.16 |
| Total. | | | | 932.01 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|--|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|-----------------------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | 300,000 | \$100 | \$30,000,000 | \$21,238,045.00 | | |
| 5 per cent A, preferred..... | 150,000 | 100 | 15,000,000 | 11,364,600.00 | 4 | \$454,896 |
| 4 per cent B, preferred..... | 100,000 | 100 | 10,000,000 | 7,489,180.00 | | |
| 4 per cent debenture stock. | 150,000 | 100 | 15,000,000 | 12,512,700.00 | 4 | { *402,772 †95,230 |
| Scrip redeemable in debenture stock at par | | | | 143,852.99 | | |
| Total..... | 700,000 | \$100 | \$70,000,000 | \$52,748,387.99 | | \$952,898 |

* Stock. † Scrip.

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|---|--------------------------------------|---|---|----------------------|
| 4 per cent debenture stock and scrip, issued during the year..... | 2,713.34 | \$187,000 | 31,860.5299 | \$2,568,987.15 |
| Issued for securities C., St. P. & K. C.— | | | | |
| 5 per cent preferred stock A..... | 2,046.00 | Issued in exchange for securities of C., St. P. & K. C. | 113,646 | |
| 4 per cent preferred stock B..... | 450.00 | | 74,891.9000 | 1,901,615.00 |
| Common..... | 379.00 | | 212,380.4500 | |
| 4 per cent debenture | 1,705.00 | | 94,705 | |
| Total..... | 7,293.34 | | 527,483.8799 | \$3,869,982.15 |

(Page 10.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|----------------------------------|----------------|------------|-----------------------------|----------------|---------------------|---------------------------------|-----------|---------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| Five per cent priority loan..... | Aug., 1889 | Jan., 1894 | \$2,823,150.00 | \$2,823,150.00 | \$2,823,150.00 | * | 5 { | Jan. 1.. } | \$141,157.50 | \$141,157.50 |
| Total..... | ..... | ..... | \$2,823,150.00 | \$2,823,150.00 | \$2,823,150.00 | ..... | 5 { | July 1.. } | \$141,157.50 | \$141,177.50 |

*Issued to fund interest on first mortgage bonds by C., St. P. & K. C.

(Page 21.)

FUNDED DEBT—Continued.

EQUIPMENT TRUST OBLIGATIONS.—A. General Statement.

| SERIES OR OTHER DESIGNATION. | Date of Issue. | Term. | Number of Payments. | Equipment Covered. |
|---|--------------------|---------------|---------------------|---|
| Ry. Equipment Co. of Minnesota—Series A.... | May 26, 1891.... | 10 years..... | 10 | 2,000 box cars, 40 furniture cars, 4 second class coaches } 1 baggage and express car, 12 first class coaches, 8 mail and express cars, 5 baggage and express cars. Total, 12,068 cars, 40 locomotives.* |
| Ry. Equipment Co. of Minnesota—Series B.... | Dec. 26, 1891.... | 10 years..... | 10 | 10 locomotives.* |
| Ry. Equipment Co. of Minnesota—Series C.... | May 26, 1891.... | 10 years..... | 10 | 200 box cars. |
| Series D..... | March 10, 1891.... | See page 20. | 60 | 700 box cars.† |
| Series E..... | May 16, 1891.... | See page 20. | 5 | 10 locomotives.† |

B. Statement of Amount.

| SERIES OR OTHER DESIGNATION. | Cash Paid on Delivery of Equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | |
|------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|---------------------|-----------------------------|--------------------------|
| | | Original Amount. | Amount Outstanding. | Original Amount. | Amount Outstanding. | Amount Accrued During Year. | Amount Paid During Year. |
| Series A..... | \$9,500.00 | \$1,524,539.31 | \$614,723.63 | See folio 20 | See folio 20 | \$71,921.94 | \$71,921.94 |
| Series B..... | 52,000.00 | 80,000.00 | 52,000.00 | See folio 20 | See folio 20 | 8,780.00 | 8,780.00 |
| Series C..... | 16,400.00 | 100,000.00 | 70,000.00 | See folio 20 | See folio 20 | 4,900.00 | 4,900.00 |
| Series D..... | 32,200.00 | 289,800.00 | 281,307.80 | See folio 20 | See folio 20 | 2,446.00 | 2,446.00 |
| Series E..... | ..... | 107,170.00 | 107,170.00 | See folio 20 | See folio 20 | 881.42 | ..... |
| Contract expired..... | ..... | ..... | ..... | See folio 20 | See folio 20 | 8,070.77 | 8,070.77 |
| Total..... | ..... | \$2,101,509.31 | \$1,425,201.43 | See folio 20 | See folio 20 | \$86,970.13 | \$86,118.71 |

*The equipment remains the property of the Railway Equipment Company until payment of the lease, warrants and monthly interest thereon.

†The equipment remains the property of the American Car and Foundry Co. until all the notes are paid.

‡The equipment remains the property of Burnham, Williams & Co. until all the notes are paid.

EXPLANATORY REMARKS.

A. GENERAL STATEMENT TERM.—Series D. Contract with American Car and Foundry Co. for 700 box cars. This company gave notes, dated April 10, 1890, maturing monthly from May 10, 1899, to April 10, 1904, inclusive; 60 payments.

Series E. Contract with Burnham, Williams & Co. for 10 locomotives. This company gave notes as follows: 1 year, \$18,980.00; 2 years, \$19,412.90; 3 years, \$20,434.00; 4 years, \$21,455.70; 5 years, \$22,477.40; total, \$102,170, and \$5,000 cash payment to be made after the locomotives have been thoroughly tested.

B. STATEMENT OF AMOUNT.—The amount of interest accrued shown in table (\$86,970.13) is rental paid during the year for leased equipment. THE ORIGINAL AMOUNT—DEFERRED PAYMENTS.—Interest does not appear on the company's books, but is paid monthly and charged as rental of equipment.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--------------------------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19. | | | | |
| Miscellaneous obligations—page 19. | \$2,823,150.00 | \$2,823,150.00 | \$141,157.50 | \$141,157.50 |
| Income bonds—page 19. | | | | |
| Equipment trust obligations—page 21. | 2,101,506.31 | 1,425,201.43 | 86,970.13 | 86,113.71 |
| Total. | \$4,924,656.31 | \$4,248,351.43 | \$228,127.63 | \$227,271.21 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and including June 30, 1899. | |
|---|----------------|---|----------------|
| Cash. | \$742,374.45 | Audited vouchers and accounts. | \$622,296.91 |
| Due from agents. | 145,442.64 | Wages and salaries. | 296,618.06 |
| Due from solvent companies and individuals. | 347,689.19 | Matured interest coupons unpaid (including coupons due July 1). | 2,002.00 |
| Total cash and current assets. | \$1,295,456.28 | Miscellaneous. | 426,804.23 |
| Balance current liabilities. | 82,234.95 | | |
| Total. | \$1,317,691.23 | Total. | \$1,317,691.23 |

Materials and supplies on hand, \$638,290.56. See general balance sheet—page 49.

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|-----------------|-------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$62,748,887.99 | \$62,748,887.99 | ..... | 844.85 | \$82,485.00 |
| Bonds—page 19 (grand total)..... | 2,828,150.00 | 2,828,150.00 | ..... | 844.85 | 9,542.00 |
| Equipment trust obligations—page 21..... | 1,425,201.43 | 1,425,201.43 | ..... | 844.85 | 1,687.00 |
| Total..... | \$66,996,739.42 | \$66,996,739.42 | ..... | 844.85 | \$87,464.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--|-----------------|----------------|-----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Chicago Great Western Railway Company..... | \$62,748,887.99 | \$4,248,851.43 | \$66,996,739.42 | 844.85 | \$87,464.00 |
| Grand total..... | \$62,748,887.99 | \$4,248,851.43 | \$66,996,739.42 | 844.85 | \$87,464.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|--|---|------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION— | | | | |
| Engineering | | \$515.95 | \$515.95 | \$0.62 |
| Right of way and station grounds | \$35,750.90 | 225,496.25 | 261,247.15 | 309.22 |
| Real estate | | 67,774.51 | 67,774.51 | 80.22 |
| Grading | 49,423.55 | 517,144.06 | 596,567.61 | 670.60 |
| Bridges, trestles and culverts | 190,049.60 | 340,841.26 | 530,890.86 | 628.35 |
| Ties | | 196,288.03 | 196,288.03 | 232.30 |
| Rails | 30,987.91 | 50,143.52 | 81,131.43 | 96.03 |
| Ballast | 214,149.54 | 131,575.72 | 345,725.26 | 409.21 |
| Tracklaying and surfacing | 95,579.23 | 29,350.03 | 124,929.26 | 147.87 |
| Fencing right of way | | 3,264.52 | 3,264.52 | 3.86 |
| Crossings, cattle guards and signs | 22,982.39 | | 22,982.39 | 27.20 |
| Interlocking or signal apparatus | 1,155.70 | | 1,155.70 | 1.37 |
| Station buildings and fixtures | 15,174.54 | 15,925.50 | 31,100.04 | 36.81 |
| Shops, roundhouses and turntables | 310,377.69 | 36,970.41 | 347,348.10 | 411.21 |
| Shop machinery and tools | 26,771.37 | 8,605.79 | 35,377.16 | 41.87 |
| Water stations | 4,972.67 | 1,661.14 | 6,633.81 | 7.85 |
| Fuel stations | 5,710.08 | | 5,710.08 | 6.75 |
| Purchase of constructed road | 455,509.35 | 50,475,951.85 | 50,931,521.20 | 60,294.47 |
| Miscellaneous structures | 2,736.95 | 98,774.04 | 101,510.99 | 120.15 |
| Interest and discount | 7,785.42 | 561,745.95 | 569,531.37 | 674.10 |
| General expenses | 20,328.08 | 126,560.52 | 146,888.60 | 173.86 |
| Total construction | \$1,489,504.97 | \$52,888,589.05 | \$54,378,094.02 | \$64,303.92 |
| EQUIPMENT— | | | | |
| Locomotives | 33,261.70 | 776,846.60 | 810,108.30 | 958.90 |
| Passenger cars | 14,743.45 | 292,148.02 | 306,891.47 | 363.23 |
| Sleeping, parlor and dining cars | | 35,242.43 | 35,242.43 | 41.82 |
| Baggage, express and postal cars | 1,295.30 | 38,800.00 | 40,095.30 | 47.45 |
| Combination cars | 579.08 | 22,650.00 | 23,229.08 | 27.47 |
| Freight cars | 77,652.80 | 1,232,818.02 | 1,810,470.82 | 1,551.10 |
| Other cars of all classes | 20,477.72 | 86,061.47 | 106,539.19 | 126.11 |
| Total equipment | \$148,010.05 | \$2,484,566.54 | \$2,632,576.59 | \$3,116.08 |
| Total construction—page 27 | 1,489,504.97 | 52,888,589.05 | 54,378,094.02 | 64,303.92 |
| Grand total cost construction, equip- ment, etc. | \$1,637,515.02 | \$55,373,155.59 | \$57,010,670.61 | \$67,480.00 |
| Total cost construction, equipment, etc.—State of Minnesota | \$278,377.55 | \$9,413,436.45 | \$9,691,814.00 | \$96,555.00 |

(Page 30, A.) INCOME ACCOUNT—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

| | | |
|--|--------------|--------------|
| Gross earnings from operation—page 35..... | \$919,541.40 | |
| Less operating expenses—page 45..... | 683,991.32 | |
| Income from operation..... | | \$235,550.08 |
| Dividends on stocks owned—page 37..... | \$2,412.54 | |
| Income from other sources..... | | \$2,412.54 |
| Total income..... | | \$237,962.62 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$41,062.97 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 28,145.71 | |
| Taxes..... | 16,777.41 | |
| Total deductions from income..... | | \$85,986.09 |
| Net income..... | | \$151,976.53 |
| Dividends, preferred stock—page 17..... | \$171,521.64 | |
| Total..... | | \$171,521.64 |
| Deficit from operations of year ending June 30, 1899..... | | \$19,545.11 |

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|----------------|----------------|
| Gross earnings from operation—page 35..... | \$5,854,336.78 | |
| Less operating expenses—page 45..... | 4,332,576.79 | |
| Income from operation..... | | \$1,521,759.99 |
| Dividends on stocks owned—page 37..... | \$13,403.00 | |
| Income from other sources..... | | \$13,403.00 |
| Total income..... | | \$1,535,162.99 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$228,127.63 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 156,365.09 | |
| Taxes..... | 204,000.00 | |
| Total deductions from income..... | | \$588,492.72 |
| Net income..... | | \$946,670.27 |
| Dividends, 4 per cent, preferred stock—page 17..... | \$952,898.00 | |
| Total..... | | \$952,898.00 |
| Deficit from operations of year ending June 30, 1899..... | | \$6,227.73 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report) | | 6,227.73 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repay- ments, Etc. | Actual Earnings. |
|---|--------------------|--|---------------------|
| PASSENGER— | | | |
| Passenger revenue | \$212,881.93 | | |
| Total passenger revenue | | | \$212,881.93 |
| Mail | \$18,578.27 | | |
| Express | 13,440.00 | | |
| Extra baggage and storage | 2,360.90 | | |
| Other items | 24,350.35 | | |
| | | | \$58,729.52 |
| Total passenger earnings | | | \$271,611.45 |
| FREIGHT— | | | |
| Freight revenue | \$644,445.73 | | |
| Total freight revenue | | | \$644,445.73 |
| Total passenger and freight earnings | | | \$916,057.18 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Rents from tracks, yards and terminals—page 41 | \$961.68 | | |
| Rents not otherwise provided for | 994.64 | | |
| Other sources | 1,527.90 | | |
| Total other earnings | | | 3,484.22 |
| Total gross earnings from operation—Minnesota | | | \$919,541.40 |
| Total gross earnings from operation—entire line | | | \$5,854,336.78 |

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

| NAME. | Total Par Value. | Rate. | Income or Dividend Received. | Valuation. |
|---|------------------|-------|------------------------------|--------------|
| Chicago Great Western Railway Co.— | | | | |
| 4 per cent debenture stock and warrant..... | \$221,417.99 | ..... | \$6,188.00 | \$221,417.99 |
| 5 per cent preferred stock A..... | 186,060.00 | ..... | 4,640.00 | 186,060.00 |
| 4 per cent preferred stock B..... | 21,100.00 | ..... |  | 21,100.00 |
| Chicago Union Transfer Ry..... | 80,000.00 | ..... |  | 56,604.44 |
| St. Paul Union Depot Co..... | 43,750.00 | ..... | 2,625.00 | 43,750.00 |
| Minnesota Transfer Ry..... | 7,000.00 | ..... |  | 7,000.00 |
| Minnesota & Northwestern R. R..... | 120,000.00 | ..... |  | 25,845.24 |
| Minnesota & Northwestern R. R., Minn..... | 6,858,400.00 | ..... |  | 1.00 |
| Minnesota & Northwestern R. R., Illinois..... | 500,000.00 | ..... |  | 1.00 |
| Dubuque & Northwestern..... | 157,300.00 | ..... |  | 1.00 |
| Dubuque & Dakota..... | 566,600.00 | ..... |  | 1.00 |
| Wisconsin, Iowa & Nebraska..... | 637.48 | ..... |  | 100.00 |
| DeKalb & Great Western..... | 100,000.00 | ..... |  | 111,758.63 |
| Total..... | \$8,862,265.47 | | \$13,403.00 | \$973,725.90 |

B. Other Stocks.

| | | | | |
|---|----------------|-------|-------------|----------------|
| St. Charles Hotel & Park Co..... | \$20,129.20 | ..... |  | \$20,129.20 |
| Interstate Investment Trust, Limited..... | 332,500.00 | ..... |  | 321,550.46 |
| Iowa Development Co..... | 150,000.00 | ..... |  | 150,000.00 |
| Kansas City Elevator..... | 15,000.00 | ..... |  | 15,000.00 |
| Total..... | \$517,629.20 | | | \$506,679.66 |
| Grand total, A and B..... | \$9,379,894.67 | | \$13,403.00 | \$1,180,404.96 |

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|--------------------------|-------------------------------|--|----------|----------|
| Yards..... | East Minneapolis..... | Northern Pacific..... | \$179.23 | ..... |
| Total..... | | | | \$179.23 |
| Terminals..... | Lyle, Minn..... | Illinois Central..... | \$782.40 | ..... |
| Total..... | | | | \$782.40 |
| Grand total..... | | | | \$961.63 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|---------------------|
| Repairs of roadway | \$420,353.54 |
| Renewals of rails | 29,270.61 |
| Renewals of ties | 136,363.06 |
| Repairs and renewals of bridges and culverts | 60,496.84 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 14,645.45 |
| Repairs and renewals of buildings and fixtures | 44,238.74 |
| Repairs and renewals of telegraph | 7,680.45 |
| Stationery and printing | 7,325.54 |
| Other expenses | 7,021.15 |
| Total | \$727,395.38 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|---------------------|
| Superintendence | \$6,211.61 |
| Repairs and renewals of locomotives | 252,257.27 |
| Repairs and renewals of passenger cars | 64,717.58 |
| Repairs and renewals of freight cars | 211,497.08 |
| Repairs and renewals of shop machinery and tools | 12,403.58 |
| Stationery and printing | 5,697.64 |
| Other expenses | 15,550.66 |
| Total | \$568,335.42 |

CONDUCTING TRANSPORTATION.

| | |
|--|-----------------------|
| Superintendence | \$24,846.40 |
| Engine and roundhouse men | 392,273.72 |
| Fuel for locomotives | 471,804.07 |
| Water supply for locomotives | 27,169.62 |
| Oil, tallow and waste for locomotives | 18,445.60 |
| Train service | 274,274.69 |
| Train supplies and expenses | 45,714.57 |
| Switchmen, flagmen and watchmen | 103,448.60 |
| Telegraph expenses | 90,412.34 |
| Station service | 315,092.19 |
| Station supplies | 25,459.08 |
| Switching charges—balance | 101,090.06 |
| Car mileage—balance | 98,137.97 |
| Hire of equipment—balance | 604.56 |
| Loss and damage | 38,495.16 |
| Injuries to persons | 50,442.12 |
| Clearing wrecks | 9,313.40 |
| Advertising | 36,785.20 |
| Outside agencies | 155,171.28 |
| Stock yards and elevators | 10,590.09 |
| Rents for tracks, yards and terminals—page 47, B. | 373,678.20 |
| Stationery and printing | 21,976.61 |
| Other expenses | 44,545.38 |
| Total | \$2,729,710.91 |

GENERAL EXPENSES.

| | |
|---|---------------------|
| Salaries of general officers | \$80,328.27 |
| Salaries of clerks and attendants | 97,071.54 |
| General office expenses and supplies | 28,860.10 |
| Insurance | 11,100.00 |
| Law expenses | 41,019.71 |
| Stationery and printing (general offices) | 5,697.64 |
| Other expenses | 43,057.82 |
| Total | \$307,135.08 |

RECAPITULATION OF EXPENSES.

| | |
|--|-----------------------|
| Maintenance of way and structures | \$727,395.38 |
| Maintenance of equipment | 568,335.42 |
| Conducting transportation | 2,729,710.91 |
| General expenses | 307,135.08 |
| Grand total | \$4,332,576.79 |
| Percentage of expenses to earnings—entire line | 74.00 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|--|---------------------|
| Maintenance of way and structures | \$116,383.26 |
| Maintenance of equipment | 90,933.67 |
| Conducting transportation | 427,532.78 |
| General expenses | 49,141.61 |
| Total | \$683,991.32 |
| Percentage of expenses to earnings—Minnesota | 74.40 |

(Page 47.)

RENTALS PAID.

Rentals Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Company Owning Property Leased. | Item. | Total. |
|--------------------------|--|---|--------------|--------------|
| Tracks..... | Dubuque, Iowa, to East Dubuque, Ill..... | Dunleith & Dubuque Bridge..... | \$30,000.00 | ..... |
| Tracks..... | East Dubuque to Portage Curve, Ill..... | Illinois Central..... | 21,077.40 | ..... |
| Tracks..... | Minneapolis to St. Paul, Minn..... | St. Paul & Northern Pacific..... | 30,466.57 | ..... |
| Tracks..... | Minnesota Transfer, Minn..... | Minnesota Transfer Ry..... | 6,700.00 | ..... |
| Tracks..... | Beverly to Stillings, Mo..... | Chicago, Rock Island & Pacific..... | 1,860.98 | ..... |
| Tracks..... | Stillings, Mo., to Leavenworth, Kas..... | Leavenworth Terminal Ry. & Bridge Co..... | 14,246.98 | ..... |
| Tracks..... | Leavenworth to Kansas City, Kas..... | Kansas City Northwestern..... | 26,200.20 | ..... |
| Tracks..... | In city of Leavenworth, Kas..... | Leavenworth, Topeka & South-Western..... | 1,200.00 | ..... |
| Tracks..... | In city of Leavenworth, Kas..... | Leavenworth Northern & Southern..... | 2,000.00 | ..... |
| Tracks..... | St. Joseph to Bee Creek, Mo..... | Atchison, Topeka & Santa Fe..... | 3,538.90 | ..... |
| Tracks..... | Portage Curve to Aiken, Ill..... | Chicago, Burlington & Northern..... | 3,147.84 | ..... |
| Tracks..... | In city of Des Moines, Iowa..... | Des Moines & Kansas City..... | 1,800.00 | ..... |
| Total..... | | | | \$151,360.83 |
| Yards..... | Minneapolis, Minn..... | Minneapolis & St. Louis..... | \$400.00 | ..... |
| Yards..... | St. Joseph, Mo..... | Kansas City, St. Joseph & Council Bluffs..... | 10,500.00 | ..... |
| Yards..... | St. Joseph, Mo..... | St. Joseph Terminal R. R..... | 2,749.92 | ..... |
| Yards..... | Leavenworth, Kas..... | Estate of J. W. Harris..... | 780.00 | ..... |
| Yards..... | St. Paul, Minn..... | St. Paul Union Depot Co..... | 3,770.88 | ..... |
| Yards..... | DeKalb, Ill..... | Chicago & North-Western..... | 180.00 | ..... |
| Total..... | | | | \$18,580.80 |
| Terminals..... | Chicago, Ill..... | Chicago Terminal Transfer Ry..... | \$186,620.64 | ..... |
| Terminals..... | Des Moines, Iowa..... | Des Moines Union..... | 11,115.88 | ..... |
| Terminals..... | Kansas City, Kas..... | Kansas City Belt..... | 6,000.00 | ..... |
| Total..... | | | | \$203,736.47 |
| Grand total..... | | | | \$373,078.20 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|--------|--|-----------------|----------------------------|------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$52,888,580.05 | | Cost of road—page 27. | \$54,378,064.02 | \$1,489,504.97 | |
| 4,086,459.51 | | Cost of equipment—page 29. | 2,682,576.59 | 148,010.05 | |
| 1,088,732.35 | | Stocks owned—page 37. | 1,180,404.06 | 275,975.12 | |
| 198,704.00 | | Bonds owned—page 39. | | | \$5,512.50 |
| 47,940.00 | | Leased rolling stock. | 2,309,138.47 | 498,947.90 | |
| 11,252.26 | | Cash and current assets—page 23. | 1,255,456.28 | | 47,813.54 |
| 909,696.96 | | OTHER ASSETS— | | | |
| 484,848.46 | | Materials and supplies. | 338,290.50 | | |
| 1,100,000.00 | | Sundries. | 44,671.13 | | 65,742.14 |
| | | Amount paid for construction of Oelwein shops. | | | 78,143.51 |
| | | Grand total. | \$82,118,641.01 | \$2,155,725.75 | |
| \$59,982,915.26 | | | | | |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|--------|--|-----------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$52,019,053.99 | | Capital stock—page 17. | \$52,748,387.99 | \$729,334.00 | |
| 4,086,459.51 | | Funded debt—page 23. | 4,248,351.43 | 211,891.82 | |
| 1,088,732.35 | | Current liabilities—page 23. | 1,317,691.23 | 228,958.88 | |
| 198,704.00 | | Int. due July 15, 1898, on 4% deb. stock, payable in cash. | | | \$198,704.00 |
| 47,940.00 | | Int. due July 15, 1899, on 4% deb. stock, payable deb. stock par | | | 47,940.00 |
| 11,252.26 | | Mileage tickets outstanding. | 3,655.64 | | 7,596.62 |
| 909,696.96 | | Sterling loan, due 1901. | 909,696.96 | | |
| 484,848.46 | | Sterling loan, due 1902. | 484,848.46 | | |
| 1,100,000.00 | | Sterling loan, due 1903. | 1,100,000.00 | | |
| | | Sterling loan, due 1904. | 708,333.30 | 708,333.30 | |
| | | Int. due July 15, 1899, on 4% deb. stock, payable in cash. | 203,064.00 | 203,064.00 | |
| | | Int. due as above, payable in scrip. | 47,200.00 | 47,200.00 | |
| | | Dividend due July 31, 1899, on 5% preferred stock A. | 227,292.00 | 227,292.00 | |
| 6,227.73 | | Profit and loss—page 31 (or 33). | | | 6,227.73 |
| | | Grand total. | \$82,118,641.01 | \$2,155,725.75 | |
| \$59,982,915.26 | | | | | |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

6. See folio 17.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Wells, Fargo & Company Express receives and delivers goods at railway company's express cars and pays a fixed annual sum per mile of road for the use of the railway company's express cars and the hauling of same in passenger trains, but the amount paid shall in no case be less than 40 per cent of the gross earnings of the express company on the line of the Chicago Great Western Railway.

2. The United States government pays on a basis of amount and character of service.

3. The Mann Boudoir Sleeping Car Company, operated by Pullman's Palace Car Company, furnishes the necessary number of sleeping cars, and is paid on basis of miles run by cars. The sleeping car company receives the revenue derived from sale of berths and seats, and pays extra attendants in charge of cars.

No parlor cars in use on the Chicago Great Western Railway. The dining cars are operated by the railway company.

4. There are no freight or transportation companies operating over this railway.

Through billing arrangements with all connecting lines.

5. With Minnesota Transfer Railway Company for use of yards and tracks at Minnesota Transfer, for which this company pays $\frac{1}{2}$ of 5 per cent per annum on the bonds of the Minnesota Transfer Railway Company.

With St. Paul & Northern Pacific Railroad Company for use of yards and tracks in East Minneapolis, Minn., and trackage between St. Paul and Minneapolis, Minn., for which this company pays its proportion, based upon wheelage of 6 per cent per annum on the cost of the property.

7. The Postal Telegraph and Cable Company operates the telegraph lines, and, by contract, furnishes the necessary wires and facilities to the railway company for the transaction of its business on the lines of the road. Operators at railway stations are paid by the railway company and perform service for the telegraph company. Operators at city or outside offices are paid by

(Page 55.) CONTRACTS, AGREEMENTS, ETC.—Continued.

the telegraph company. Material for maintenance is supplied by the telegraph company and labor for maintenance is furnished by the railway company. The telegraph company receives all revenue derived from commercial business.

8. The following telephone companies furnish telephones at the various points on the line where required, and are paid fixed sums for the use of the instruments:

Northwestern Telephone Exchange Co., Western Electric Telephone Co.

With Railway Equipment Company of Minnesota, for equipment leased by the railway company on which it agrees to pay 5 per cent of its cost on the 1st day of each June for nine consecutive years, commencing June 1, 1892, and the balance on the 1st day of June, 1901, on equipment covered by contract dated May 28, 1891, and agrees to pay 5 per cent of the cost of equipment covered by contract dated December 26, 1891, on the 1st day of each January for nine consecutive years, commencing January 1, 1893, and the balance on the 1st day of January, 1902, and agrees to pay as rental in monthly installments 7 per cent per annum on the unpaid principal.

Also with same company for equipment covered by contract dated May 25, 1896, this company agrees to pay \$116,400.00, of which \$16,400.00 is to be paid at the time of delivery to them of the last lot of cars, and \$10,000.00 per annum commencing September 1, 1897, and ending June 1, 1906, and agrees to pay as rental in monthly installments 6 per cent per annum on unpaid principal. All these sums are represented by lease warrants and when all are paid the equipment becomes the property of the railway company.

With the American Car & Foundry Company for seven hundred (700) box cars covered by contract dated March 10, 1899, this company agrees to pay in cash \$46.00 per car, and the balance, \$289,800.00, the railway company gave notes dated April 10, 1899, maturing monthly from May 10, 1899, to April 10, 1904, inclusive.

With Burnham, Williams & Company for ten (10) locomotives covered by contract dated May 15, 1899, this company paid \$5,000.00 cash and gave notes for \$102,170.00, maturing five years from May 1, 1899.

(Page 57.) SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION—5 per cent sterling priority loan, secured by detached maturing coupons, covered by the loan, the coupons becoming lien prior to the principal and their rights preserved.

Rolling stock lease warrants, covering leased rolling stock, all leased, specified on page 21.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensa- tion. |
|--|---------|---------------------------------------|------------------------------------|--|
| General officers | 10 | 3,650 | \$54,800.40 | \$15.01 |
| Other officers | 8 | 2,920 | 17,700.00 | 6.06 |
| General office clerks | 129 | 47,085 | 93,618.18 | 1.98 |
| Station agents | 26 | 9,344 | 17,452.80 | 1.86 |
| Other station men | 35 | 12,848 | 17,732.16 | 1.88 |
| Enginemen | 27 | 9,928 | 35,740.80 | 3.60 |
| Firemen | 27 | 9,928 | 21,841.60 | 2.20 |
| Conductors | 18 | 6,716 | 19,207.76 | 2.86 |
| Other trainmen | 43 | 15,768 | 23,652.00 | 1.50 |
| Machinists | 11 | 3,913 | 8,969.44 | 2.30 |
| Carpenters | 30 | 10,804 | 19,987.40 | 1.85 |
| Other shopmen | 49 | 17,753 | 44,884.00 | 2.50 |
| Section foremen | 23 | 8,468 | 13,125.40 | 1.55 |
| Other trackmen | 154 | 48,196 | 59,688.24 | 1.24 |
| Switchmen, flagmen and watchmen | 14 | 4,804 | 11,961.96 | 2.49 |
| Telegraph operators and dispatchers | 14 | 5,256 | 9,723.60 | 1.85 |
| All other employes and laborers | 61 | 22,294 | 40,129.51 | 1.80 |
| Total (including gen. officers)—Minn.... | 679 | 239,615 | \$509,745.25 | \$2.13 |
| Less general officers | 10 | 3,650 | 54,800.40 | 15.01 |
| Total (excluding gen. officers)—Minn.... | 669 | 235,965 | \$454,944.85 | \$1.93 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration | 147 | 53,655 | \$166,118.58 | \$3.09 |
| Maintenance of way and structures | 201 | 65,521 | 88,865.44 | 1.35 |
| Maintenance of equipment | 102 | 36,706 | 80,965.45 | 2.20 |
| Conducting transportation | 229 | 83,733 | 173,765.78 | 2.07 |
| Total (including gen. officers)—Minn.... | 679 | 239,615 | \$509,745.25 | \$2.13 |
| Less general officers | 10 | 3,650 | 54,800.40 | 15.01 |
| Total (excluding gen. officers)—Minn.... | 669 | 235,965 | \$454,944.85 | \$1.93 |
| Total (incl'd'g gen. officers)—entire line | 3,492 | 1,224,666 | \$2,346,437.36 | \$1.91 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Revenue and Rates. |
|--|--|--------------------------------------|
| | | Dols. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Total passenger revenue—page 35..... | | \$212,881.93 |
| Total passenger earnings—page 35..... | | 271,611.45 |
| Passenger earnings per mile of road..... | | 1,739.09 |
| Passenger earnings per train mile..... | | 76.88 |
| FREIGHT TRAFFIC— | | |
| Total freight revenue—page 35..... | | 644,445.73 |
| Total freight earnings—page 35..... | | 644,445.73 |
| Freight earnings per mile of road..... | | 4,126.30 |
| Freight earnings per train mile..... | | 1.45.36 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 857,327.66 |
| Passenger and freight revenue per mile of road..... | | 5,489.36 |
| Passenger and freight earnings—page 35..... | | 916,057.18 |
| Passenger and freight earnings per mile of road..... | | 5,865.39 |
| Gross earnings from operation—page 35..... | | 919,541.40 |
| Gross earnings from operation per mile of road..... | | 5,887.70 |
| Gross earnings from operation per train mile..... | | 1.15.09 |
| Operating expenses—page 45..... | | 683,991.32 |
| Operating expenses per mile of road..... | | 4,379.51 |
| Operating expenses per train mile..... | | 85.56 |
| Income from operation—page 31..... | | 235,550.08 |
| Income from operation per mile of road..... | | 1,508.19 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 355,599 | |
| Miles run by freight trains..... | 443,343 | |
| Total mileage trains earning revenue..... | 798,942 | |
| Miles run by switching trains..... | 244,141 | |
| Miles run by construction and other trains..... | 17,149 | |
| Grand total train mileage..... | 1,060,232 | |
| Mileage of loaded freight cars—north or east..... | 4,273,257 | |
| Mileage of loaded freight cars—south or west..... | 2,698,217 | |
| Mileage of empty freight cars—north or east..... | 337,619 | |
| Mileage of empty freight cars—south or west..... | 2,173,490 | |
| Average number of freight cars in train..... | 21.08 | |
| Average number of loaded cars in train..... | 15.48 | |
| Average number of empty cars in train..... | 5.60 | |
| Average number of tons of freight in train (cars and con- tents)..... | 483.44 | |

(Page 61.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Re- venue and Rates. | | |
|--|--|-------------------------------------|------|------|
| | | Dols. | Cts. | Mls. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 1,164,810 | | | |
| Number of passengers carried one mile | 52,888,135 | | | |
| Number of passengers carried one mile per mile of road..... | 56,399 | | | |
| Average distance carried..... | 45.40 | | | |
| Total passenger revenue—page 35..... | | \$1,057,980.86 | | |
| Average amount received from each passenger..... | | | .80 | .83 |
| Average receipts per passenger per mile | | | .02 | |
| Total passenger earnings—page 35..... | | 1,361,469.90 | | |
| Passenger earnings per mile of road..... | | 1,464.72 | | |
| Passenger earnings per train mile | | | .63 | .465 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 1,719,854 | | | |
| Total freight revenue—page 35..... | | 4,475,406.15 | | |
| Average amount received for each ton of freight | | | 2.61 | |
| Average receipts per ton per mile | | | | |
| Total freight earnings—page 35..... | | 4,475,406.15 | | |
| Freight earnings per mile of road..... | | 4,814.80 | | |
| Freight earnings per train mile | | | 1.58 | .750 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 5,533,386.51 | | |
| Passenger and freight revenue per mile of road..... | | | 5.95 | .01 |
| Passenger and freight earnings—page 35..... | | 5,836,876.05 | | |
| Passenger and freight earnings per mile of road..... | | | 6.27 | .52 |
| Gross earnings from operation—page 35..... | | 5,854,336.78 | | |
| Gross earnings from operation per mile of road..... | | | 6.29 | .30 |
| Gross earnings from operation per train mile..... | | | 1.19 | .704 |
| Operating expenses—page 45..... | | 4,332,576.70 | | |
| Operating expenses per mile of road..... | | | 4.61 | .14 |
| Operating expenses per train mile | | | .88 | .658 |
| Income from operation—page 31..... | | 1,521,759.99 | | |
| Income from operation per mile of road..... | | | 1.67 | .16 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 2,071,540 | | | |
| Miles run by freight trains..... | 2,819,147 | | | |
| Total mileage trains earning revenue | 4,890,687 | | | |
| Miles run by switching trains..... | 712,668 | | | |
| Miles run by construction and other trains | 177,719 | | | |
| Grand total train mileage..... | 5,781,074 | | | |
| Mileage of loaded freight cars—east..... | 24,337,524 | | | |
| Mileage of loaded freight cars—west..... | 20,732,347 | | | |
| Mileage of empty freight cars—east..... | 4,970,666 | | | |
| Mileage of empty freight cars—west..... | 8,974,125 | | | |
| Average number of freight cars in train..... | 20.93 | | | |
| Average number of loaded cars in train..... | 15.98 | | | |
| Average number of empty cars in train..... | 4.95 | | | |
| Average No. of tons of freight in train (cars and contents)..... | 504.65 | | | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Total tonnage, entire line..... 1,719,854.100

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted With Automatic Coupler. | |
|---------------------------------------|------------------------------|---------------------------------|---------------------------------------|-------------------|--|----------|
| | | | No. | Name. | No. | Name. |
| LOCOMOTIVES—Owned and leased— | | | | | | |
| Passenger..... | } | 158 | 158 | Westinghouse | | |
| Freight..... | | | | | | |
| Switching..... | | | | | | |
| Total locomotives in service..... | 12 | 158 | 158 | | | |
| Less locomotives leased..... | | 60 | 60 | | | |
| Total locomotives owned..... | | 98 | 98 | | | |
| CARS—Owned and leased: | | | | | | |
| IN PASSENGER SERVICE— | | | | | | |
| First-class cars..... | | 28 | 28 | Westinghouse | 28 | Miller. |
| Second-class cars..... | | 20 | 20 | Westinghouse | 20 | Miller. |
| Combination cars..... | | 15 | 15 | Westinghouse | 15 | Miller. |
| Dining cars..... | | 3 | 3 | Westinghouse | 3 | Miller. |
| Baggage, express and postal cars..... | | 22 | 22 | Westinghouse | 22 | Miller. |
| Other cars in passenger service..... | 2 | 2 | 2 | Westinghouse | 2 | Miller. |
| Total..... | | 90 | 90 | | | |
| IN FREIGHT SERVICE— | | | | | | |
| Box cars..... | 700 | 4544 | 251 2,921 | New York..... | 307 | Eureka. |
| | | | | Westinghouse..... | 150 | Tower. |
| Flat cars..... | | 255 | 3 | Westinghouse..... | 11 | Hein. |
| Stock cars..... | | 386 | 386 | Westinghouse..... | 3,354 | Chicago. |
| Coal cars..... | | 333 | | | 6 | Chicago. |
| Refrigerator cars..... | | 11 | 7 | Westinghouse..... | 337 | Chicago. |
| Other cars in freight service..... | | 242 | 217 | Westinghouse..... | 49 | Eureka. |
| Total..... | | 5,771 | 3,785 | | 11 | Chicago. |
| | | | | | 242 | Chicago. |
| | | | | | 4,467 | |
| IN COMPANY'S SERVICE— | | | | | | |
| Officers' and pay cars..... | | 2 | 2 | Westinghouse..... | 2 | Miller. |
| Gravel cars..... | | 100 | 100 | Westinghouse..... | 100 | Chicago. |
| Derrick cars..... | | 3 | | | | |
| Caboose cars..... | | 85 | | | | |
| Other road cars..... | | 317 | 5 | Westinghouse..... | 4 | Chicago. |
| Total..... | | 507 | 107 | | 106 | |
| Total cars in service..... | | 6,368 | 3,982 | | 4,663 | |
| Less cars leased..... | | 2,963 | 2,455 | | 2,766 | |
| Total cars owned..... | | 3,405 | 1,527 | | 1,897 | |

(Page 67.)

MILEAGE.

A Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 712.84 | 182.01 | | | | 87.16 | 982.01 | | | 844.85 |
| Miles of second track | 4.40 | | | | | 10.56 | 14.96 | | | |
| Miles of yard track and sidings | 160.12 | 12.76 | | | | 10.35 | 183.23 | | 20.06 | 152.82 |
| Total mileage operated (all tracks) | 877.86 | 144.77 | | | | 108.07 | 1,180.20 | | 20.06 | 1,002.07 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Minnesota | 110.65 | 84.97 | | | | 10.56 | 156.18 | | | 145.62 |
| Iowa | 371.00 | 91.23 | | | | 3.12 | 465.35 | | | 462.23 |
| Illinois | 146.73 | 5.81 | | | | 25.43 | 177.97 | | | 152.54 |
| Missouri | 84.46 | | | | | 15.14 | 99.60 | | | 84.46 |
| Kansas | | | | | | 32.91 | 32.91 | | | |
| Total mileage operated (single track) | 712.84 | 182.01 | | | | 87.16 | 982.01 | | | 844.85 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota | 110.65 | 84.97 | 145.62 | | | 145.62 |
| Iowa | 371.00 | 91.23 | 462.23 | | | 462.23 |
| Illinois | 146.73 | 5.81 | 152.54 | | | 152.54 |
| Missouri | 84.46 | | 84.46 | | | 84.46 |
| Total mileage owned (single track) | 712.84 | 182.01 | 844.86 | | | 844.86 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Pro- prietary Companies | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Con- structed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|------------------------|---------------------------------------|--|--|-------------------------------|---|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | Iron. | Steel. |
| Miles of single track..... | 110.65 | 34.97 | | | 10.56 | 156.18 | | | 156.18 |
| Miles of second track..... | 4.40 | | | | 10.56 | 14.96 | | | 14.96 |
| Miles of yard track and sidings..... | 35.36 | 4.62 | | | 10.35 | 50.33 | | | 50.33 |
| Total mileage operated (all tracks). | 150.41 | 39.59 | | | 31.47 | 221.47 | | | 221.47 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | |
|--|--------|-------|--|--|-------|--------|--|--|--------|
| STATE OF MINNESOTA— | | | | | | | | | |
| Minnesota..... | 110.65 | 34.97 | | | 10.56 | 156.18 | | | 156.18 |
| Total mileage operated (single track). | 110.65 | 34.97 | | | 10.56 | 156.18 | | | 156.18 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|------------------------|----------------------------|---|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota..... | 110.65 | 34.97 | 145.62 | | | 145.62 |
| Total mileage owned (single track)..... | 110.65 | 34.97 | 145.62 | | | 145.62 |

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(Page 66.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID DURING YEAR—KIND. | Number. | Avg Price at Distribut- ing Point. |
|---------------------------------|---------|--|
| Oak | 8,273 | 80.50 |
| Pine | 8,664 | 43 |
| Cedar | 27,112 | 37 |
| Total | 34,049 | |

(Page 71.) ACCIDENTS TO PERSONS STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | |
|---------------------------------------|------------|---------|--|---------|---------------------|---------|-----------------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. Injur'd |
| Coupling and uncoupling | | 3 | | 1 | | | 4 |
| Falling from trains and engines | | 12 | | 1 | | | 13 |
| Overhead obstructions | | 1 | | | 1 | | 2 |
| Collisions | 1 | 8 | | | | 1 | 8 |
| Derailments | 1 | 2 | | 1 | 1 | 1 | 4 |
| At stations | | 2 | | | | | 2 |
| Other causes | | | | | 1 | 2 | 2 |
| Total | 2 | 28 | | 3 | 1 | 4 | 35 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | |
|----------------------------|-------------|---------|--------------|---------|-----------------------|---------|-----------------|
| | PASSENGERS. | | Trespassing. | | Not Trespass- ing. | | Total. |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. Injur'd |
| Collisions | | 1 | | | | | |
| Derailments | | 1 | | | | | |
| At highway crossings | | | | | 1 | 4 | 4 |
| At stations | | 1 | 1 | 4 | 1 | 1 | 5 |
| Other causes | | | | 3 | | | 3 |
| Total | | 3 | 1 | 7 | 1 | 5 | 12 |

(Page 70.)

EXPLANATORY REMARKS.

Other Causes—Other Employees—Killed, 1. Section foreman killed by falling from bridge pier. Injured, 2. Car repairer injured, by sliver from wooden wedge, in eye. Boiler maker injured, by hook breaking, lifting boiler head, in abdomen and hip.

Other Causes—Trespassing—One trespasser found with shoulder hurt in yard, drunk. One tramp riding in car lumber, leg injured by shifting of lumber. One tramp fell from top of sleeper, stealing ride.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|------------------------|--------|--------------------------|---|-----------------------------------|--------------------------------|-------------------|--------------------|--|--------------------|--------------------|---|
| From. | To. | Miles. | Num- ber of Curves | Aggreg't Length of Curved Line. | Length of Straight Line. | Length of Level Line. | Ascending Grades. | | | Descending Grades. | | |
| | | | | Miles. | Miles. | | No. | Sum of Ascents. | Aggregate Length of Ascending Grades. | No. | Sum of Descents | Aggregate Length of Descending Grades. |
| | | | | Miles. | Miles. | Miles. | Feet. | Feet. | Miles. | Feet. | Feet. | Miles. |
| St. Paul, Minn..... | State line, Iowa | 110.65 | 118 | 20.53 | 90.12 | 26.34 | 99 | 1,853.5 | 50.29 | 81 | 1,272.0 | 34.02 |
| Hayfield Jct., Minn..... | State line, Iowa | 27.40 | 12 | 2.28 | 25.12 | 9.67 | 20 | 193.0 | 7.22 | 28 | 318.5 | 10.51 |
| Eden, Minn..... | Mantorville, Minn..... | 7.57 | 18 | 3.65 | 3.92 | 1.60 | 7 | 53.0 | 1.32 | 9 | 171.5 | 4.65 |
| Total..... | | 145.62 | 143 | 26.46 | 119.16 | 37.61 | 126 | 2,099.5 | 58.83 | 118 | 1,762.0 | 49.18 |

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length. | Minimum Length. | Maximum Length. | ITEM. | Number. | Height of Lowest Above Surface of Rail. |
|---------------|---------|-------------------|-----------------|-----------------|-----------------------------|---------|---|
| | | Ft. In. | Feet. | Ft. In. | | | Feet. In. |
| BRIDGES— | | | | | OVERHEAD HIGHWAY CROSSINGS— | | |
| Iron..... | 6 | 1,982.6 | 16 | 1,328 | Bridges..... | 1 | 19.8 |
| Wooden..... | 2 | 228 | 96 | 132 | Trestles..... | 1 | 23 |
| Total..... | 8 | 2,210.6 | | | Total..... | 2 | |
| Trestles..... | 96 | 7,295.6 | 8 | 240.6 | | | |

Gauge of track, 4 feet, 8½ inches. 145.62 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making This Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|---------------------------------|---------------------------------|
| 145.62 | 504 | Postal Telegraph Cable Company. | Postal Telegraph Cable Company. |

(Page 77.)

CAR MILEAGE.

Payments Made for Mileage of Private Cars on C. G. W. Ry. for the Year
Ending June 30, 1899.

| OWNER. | Kind of Car. | Rate, Cents. | Amount. |
|--|---------------|-----------------|-------------|
| Armour Car Lines. | Refrigerator. | 1 | \$11,035.00 |
| American Refrigerator Transit Co. | Refrigerator. | 3-4 | 262.21 |
| Anglo-American Provision Co. | Refrigerator. | 1 | 64.26 |
| American Brewing Co. Refrigerator Line. | Refrigerator. | 3-4 | 44.11 |
| Barrett Manufacturing Co. | Refrigerator. | 3-4 | 99.31 |
| Banner Refrigerator Line | Refrigerator. | 3-4 | 160.36 |
| California Fruit Transportation Co. | Refrigerator. | 3-4 | 81.39 |
| Cold Blast Transportation Co. | Refrigerator. | 1 | 847.97 |
| Continental Fruit Express. | Refrigerator. | 3-4 | 1,493.64 |
| Chicago, New York & Boston Ref'g Line | Refrigerator. | 3-4 | 723.09 |
| Oudahy Refrigerator Line. | Refrigerator. | 1 | 11.74 |
| Chicago Refrigerator Line. | Refrigerator. | 3-4 | 425.09 |
| Dairy Dealers Despatch. | Refrigerator. | 3-4 | 81.36 |
| Dold Packing Co. | Refrigerator. | 1 | 458.98 |
| Ferd. Heim Brewing Co. | Refrigerator. | 1 | 32.74 |
| German American Refrigerating Co. | Refrigerator. | 3-4 | 6.08 |
| Hackett Refrigerator Line. | Refrigerator. | 3-4 | 12.45 |
| Hammond Refrigerator Line. | Refrigerator. | 3-4 | 233.47 |
| Howe, F. F. (acct. Fabsit Refrigerating Line). | Refrigerator. | 1-4 | 77.98 |
| Interior & Seaboard Refrigerator Line | Refrigerator. | 3-4 | 67.77 |
| Kansas City Dressed Beef Line. | Refrigerator. | 1 | 12,962.80 |
| Kansas City Refrigerator Line. | Refrigerator. | 3-4 | 440.80 |
| Kingan Refrigerator Line | Refrigerator. | 1 | 13.70 |
| Lipton Refrigerator Line. | Refrigerator. | 3-4 | 73.73 |
| Morris & Co. Refrigerator Line | Refrigerator. | 3-4 | 33.55 |
| Morrell Refrigerator Co. | Refrigerator. | 3-4 | 7.84 |
| Provision Dealers' Despatch. | Refrigerator. | 3-4 | 30.59 |
| Santa Fe Fruit & Refrigerator Line. | Refrigerator. | 3-4 | 253.34 |
| Shippers' Refrigerator Line | Refrigerator. | 3-4 | 46.14 |
| Schlitz Brewing Co. | Refrigerator. | 1-4 | 39.51 |
| Swift Refrigerator Line | Refrigerator. | 1 | 12,369.46 |
| St. Louis Refrigerator Line. | Refrigerator. | 1 | 561.48 |
| St. Charles Refrigerator Despatch. | Refrigerator. | 3-4 | 2,144.70 |
| St. Charles Refrigerator Line | Refrigerator. | 1-4 | 264.82 |
| Union Refrigerator Transportation Co. | Refrigerator. | 3-4 | 904.29 |
| Western Refrigerator Line. | Refrigerator. | 3-4 | 124.17 |
| Armour Car Lines. | Tank. | 3-4 | 140.08 |
| American Tank Line | Tank. | 3-4 | 76.01 |
| American Cotton Oil Co. | Tank. | 3-4 | 15.49 |
| Archer & Co. Tank Line | Tank. | 3-4 | 66.17 |
| Craig Oil Co. | Tank. | 3-4 | 274.41 |
| Continental Refining Co. | Tank. | 3-4 | 6.23 |
| Climax Tank Line. | Tank. | 3-4 | 16.64 |
| Crystal Tank Line | Tank. | 3-4 | 190.53 |
| Empire Oil Works. | Tank. | 3-4 | 15.92 |
| Freedom Oil Co. | Tank. | 3-4 | 13.77 |
| Green Line | Tank. | 3-4 | 388.25 |
| Germania Refining Co. | Tank. | 3-4 | 29.91 |
| Hammond Tank Line. | Tank. | 3-4 | 17.67 |
| Independent Tank Line. | Tank. | 3-4 | 13.67 |
| Kansas City Tank Line. | Tank. | 3-4 | 131.98 |
| Keystone Refining Co. | Tank. | 3-4 | 8.97 |
| Manhattan Oil Co. | Tank. | 3-4 | 87.82 |
| Monarch Tank Line. | Tank. | 3-4 | 1.04 |
| Morris & Co. | Tank. | 3-4 | 19.61 |
| Musante & Bulton. | Tank. | 3-4 | 10.01 |
| National Linseed Oil Co. | Tank. | 3-4 | 247.72 |
| Omaha Packing Co. | Tank. | 3-4 | 80.73 |
| Pacific S. Whaling Co. | Tank. | 3-4 | 19.61 |
| Pennsylvania Refining Co. | Tank. | 3-4 | 36.76 |
| Paragon Refining Co. | Tank. | 3-4 | 248.42 |
| Peerless Tank Line. | Tank. | 3-4 | 30.08 |
| Producers' Oil Co. | Tank. | 3-4 | 9.26 |
| Scofield, Slummer & Teagle. | Tank. | 3-4 | 166.56 |
| Swift Refrigerator Line | Tank. | 3-4 | 2,103.34 |
| Titusville Oil Works. | Tank. | 3-4 | 27.40 |
| Union Tank Line | Tank. | 3-4 | 12,271.16 |
| Waverley Oil Co. | Tank. | 3-4 | 8.39 |
| Abernathy Furniture Line | Box. | 3-5 | .97 |
| Armour Car Lines | Box. | 3-5 | 68.15 |
| American Cereal Despatch. | Box. | 3-5 | 28.69 |
| American Distributing Co. | Box. | 3-5 | 6.77 |

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(Page 77.)

CAR MILEAGE—Continued.

Payments Made for Mileage of Private Cars on C. G. W. Ry. for the Year
Ending June 30, 1899.

| OWNER. | Kind of Car. | Rate, Cts. | Amount. |
|---------------------------------------|--------------|------------|--------------------|
| Atlanta Coal, Stone & Lumber Co | Box | 3-5 | 6.13 |
| Commerce Despatch Line | Box | 3-5 | 176.24 |
| Detroit Dry Dock Engr. Co | Box | 3-5 | 2.49 |
| Fricks Coal Co | Box | 3-5 | 9.17 |
| Ellwood Manufacturing Co | Box | 3-5 | 30.90 |
| Geiser Manufacturing Co | Box | 3-5 | 7.10 |
| Havens, C. B. | Box | 3-5 | 8.28 |
| Hull Coal & Coke Co | Box | 3-5 | 4.98 |
| Hallack Paint, Oil & Glass Co | Box | 3-5 | 4.68 |
| Horlick's Fruit Co | Box | 3-5 | 4.52 |
| Johnson, F. C. | Box | 3-5 | 32.07 |
| Kingman & Co. | Box | 3-5 | 2.98 |
| Kansas Manufacturers' Despatch | Box | 3-5 | 2.40 |
| Lima Locomotive & Machinery Co | Box | 3-5 | 1.63 |
| Live Poultry Transportation Co | Box | 3-5 | 436.82 |
| Mann Brothers | Box | 3-5 | 17.77 |
| Manasha Woodenware Co | Box | 3-5 | 18.61 |
| Morris & Co. | Box | 3-5 | 5.14 |
| National Despatch Line | Box | 3-5 | 107.19 |
| N. & S. Rolling Stock Co | Box | 3-5 | 22.00 |
| Peavey Grain Line Co | Box | 3-5 | 17.47 |
| Rumley Manufacturing Co | Box | 3-5 | 6.12 |
| Swift Refrigerator Line | Box | 3-5 | 592.27 |
| St. Charles Car Company | Box | 3-5 | .66 |
| Southern Despatch Lumber Line | Box | 3-5 | 38.92 |
| Venice Transportation Co | Box | 3-5 | 36.91 |
| Weaver Coal Co | Box | 3-5 | 6.12 |
| Armour Car Lines | Stable | 3-5 | 3.55 |
| Arms Palace Horse Car Co | Stable | 3-5 | 43.54 |
| Burton Stock Car Co | Stable | 3-5 | 288.11 |
| Canda Cattle Car Co | Stable | 3-5 | 6,125.47 |
| Excelsior Horse Car Co | Stable | 3-5 | 9.96 |
| Hicks Stock Car Co | Stable | 3-5 | 53.41 |
| Keystone Palace Horse Car Co | Stable | 3-5 | 4.98 |
| Mather Stock Car Co | Stable | 3-5 | 140.43 |
| American Live Stock Transportation Co | Stock | 3-5 | 7.61 |
| Cleveland Provision Co | Stock | 3-5 | 7.82 |
| Morris & Butt Transportation Co | Stock | 3-5 | 333.57 |
| Street's Stable Car Line | Stock | 3-5 | 7,938.02 |
| Swift's Live Stock Express Co | Stock | 3-5 | 852.02 |
| Total | | | \$80,835.65 |
| Mann Boudoir Car Co | | 1-2 | 9,921.47 |

Chicago, Burlington & Northern Railroad Co.

(OF WISCONSIN AND MINNESOTA CONSOLIDATED.)

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, Burlington & Northern Railroad Co., of Wisconsin and Minnesota Consolidated.

2. Date of organization? Oct. 21, 1885.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Wisconsin and Minnesota.

4. If a consolidated company, name the constituent companies. Give reference to the charters of each, and all amendments of same. C., B. & N. R. Co. of Wisconsin, organized Aug. 26, 1885, under Revised Statutes of Wisconsin, 1878, section 1820 et seq. C., B. & N. R. of Minnesota, organized Aug. 27, 1885, under General Statutes of Minnesota, 1878, chapter 34, title 1.

5. Date and authority for each consolidation? Consolidated Oct. 21, 1885, under Revised Statutes of Wisconsin, 1878, section 1833, as amended by chapter 260, Laws of 1880, chapter 268, Laws of 1882, and chapter 293, Laws of 1883, and under General Laws of Minnesota, 1881, chapter 94.

(Page 5.)

ORGANIZATION.

| Name of Director. | Postoffice Address. | Date of Expiration of Term. |
|----------------------------|---------------------|---|
| F. W. Hunnewell..... | Boston, Mass.... | } Second Wednes- day in June, 1900. |
| C. J. Paine..... | Boston, Mass.... | |
| J. Malcolm Forbes..... | Boston, Mass.... | |
| Geo. P. Gardner..... | Boston, Mass.... | |
| T. Jefferson Coolidge..... | Manchester, Mass. | |
| C. E. Perkins..... | Burlington, Ia... | |
| Geo. B. Harris..... | Chicago, Ill..... | |

Total number of stockholders at date of last election? 23.

Date of last meeting of stockholders for election of directors? June 14, 1899.

Give postoffice address of general office? 209 Adams street, Chicago, Ill.

Give postoffice address of operating office? La Crosse, Wis.

Give name and address of officer to whom correspondence regarding this report should be addressed? C. I. Sturgis, General Auditor, 209 Adams street, Chicago.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------------|------------------------|---------------------|
| President..... | Geo. B. Harris..... | Chicago, Ill. |
| Secretary..... | T. S. Howland..... | Boston, Mass. |
| Treasurer..... | J. C. Peasley..... | Chicago, Ill. |
| Attorney, or Gen. Counsel.. | J. W. Losey..... | La Crosse, Wis. |
| General Auditor..... | C. I. Sturgis..... | Chicago, Ill. |
| General Manager..... | W. C. Brown..... | Chicago, Ill. |
| Chief Engineer..... | W. L. Breckenridge.... | Chicago, Ill. |
| Superintendent..... | D. Cunningham..... | La Crosse, Wis. |
| Asst. Gen. Freight Agt.... | Geo. P. Lyman..... | St. Paul, Minn. |
| Asst. Gen. Pass. Agent... | Geo. P. Lyman..... | St. Paul, Minn. |
| General Baggage Agent... | E. A. Sadd..... | Chicago, Ill. |

(Page 9, A.) PROPERTY OPERATED STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named | Miles of Line for Each Class of Rd's Named. |
|--|-----------------------|--------------------|---|--|
| | From. | To. | | |
| 1. a. C., B. & N. R. R. of Wisconsin and Minnesota (consol.) | Wisconsin state line. | St. Paul, Minn. | 22.42 | |
| b. Same | East Winona, Wis. | Winona, Minn. | 1.19 | |
| 5. Winona Bridge Ry. | East Winona, Wis. | Winona, Minn. | .45 | 23.61 |
| St. Paul Union Depot Co. | St. Paul | | .58 | |
| Great Northern Ry. Line. | St. Paul | Minneapolis, Minn. | 11.65 | |
| Minneapolis Union Ry. | Minneapolis | | 2.21 | 14.84 |
| Total | | | | 38.45 |

(Page 9.)

PROPERTY OPERATED.

| | | | | |
|--|--------------------------|-----------------------|-------|--------|
| 1. a. C., B. & N. R. R. of Wisconsin and Minnesota (consol.) | State line Wis. and Ill. | St. Paul, Minn. | | 244.84 |
| b. Same | East Winona, Wis. | Winona, Minn. | | 1.84 |
| 2. C., B. & N. R. R. of Illinois | Oregon, Ill. | Wisconsin state line. | 74.20 | |
| | Fulton, Ill. | Savannah, Ill. | 16.72 | |
| | At Dubuque, Ia. | | .68 | |
| | Galena Jct., Ill. | Galena, Ill. | 3.82 | |
| 5. C., B. & Q. R. R. | At Oregon, Ill. | | .26 | 95.27 |
| C., B. & Q. R. R. | At Fulton, Ill. | | .67 | |
| Illinois Central R. R. | Portage Curve, Ill. | East Dubuque, Ill. | 18.25 | |
| Dunleith & Dubuque Bd'g Co. | East Dubuque, Ill. | Dubuque, Ia. | .68 | |
| Winona Bridge Ry. | East Winona, Wis. | Winona, Minn. | .98 | |
| St. Paul Union Depot Co. | At St. Paul, Minn. | | .58 | |
| Great Northern Ry. Line | St. Paul, Minn. | Minneapolis, Minn. | 11.65 | |
| Minneapolis Union Ry. | At Minneapolis, Minn. | | 2.21 | 80.21 |
| Total | | | | 371.66 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|--------------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital Stock; common..... | 120,000 | \$100.00 | \$12,000,000 | \$9,946,500 | ..... | ..... |
| Capital Stock; preferred ..... | ..... | ..... | ..... | *2,053,500 | ..... | ..... |
| Total | 120,000 | \$100.00 | \$12,000,000 | \$12,000,000 | ..... | ..... |

* Held in trust for conversion of bonds.

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|---|--------------------------------------|---|---|----------------------|
| Issued for construction; common..... | | | *90,000 | ..... |
| Issued in exchange for First Mortgage Bonds redeemed and cancelled..... | | | 9,465 | ..... |
| Total | | | 99,465 | ..... |

*REMARKS—Issued in part payment for construction and equipment of road.

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

(Page 19.)

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstand- ing. | Cash Realized on Amount Issued. | Rate, Per Ct. | INTEREST. | | |
|--------------------------------|-------------------|--------------|-----------------------------------|-------------------|-----------------------------|--|------------------|-----------------------|---------------------------------|------------------------------|
| | Date of Issue. | When Due. | | | | | | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First mortgage..... | 1885 | 1926 | \$9,000,000 | \$9,000,000 | \$7,914,000 | ..... | 5 | April and October. | \$402,675.00 | \$405,010.96 |
| Second mortgage..... | 1888 | 1918 | 3,625,000 | 3,625,000 | ..... | ..... | 6 | June and Dec..... | 185,540.00 | 207,000.00 |
| Equipment..... | 1888 | 1903 | 940,000 | 940,000 | 908,000 | ..... | 5 | Feb'y and August. | 45,400.00 | 45,400.00 |
| Funding notes..... | 1894 | 1926 | 400,000 | 400,000 | ..... | ..... | 6 | April and October. | 20,000.00 | 12,000.00 |
| Mortgage bonds..... | ..... | ..... | \$12,625,000 | \$12,450,000 | \$7,914,000 | ..... | ..... | ..... | \$588,215.00 | \$612,010.96 |
| Miscellaneous obligations..... | ..... | ..... | 1,340,000 | 1,340,000 | 908,000 | ..... | ..... | ..... | 65,400.00 | 57,400.00 |
| Grand total..... | ..... | ..... | \$13,965,000 | \$13,790,000 | \$8,822,000 | ..... | ..... | ..... | \$653,615.00 | \$699,410.96 |

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued during Year. | Amount Paid during Year. |
| Mortgage bonds—page 19..... | \$12,450,000 | \$7,914,000 | \$588,215.00 | \$612,010.96 |
| Miscellaneous obligations—page 19..... | 1,340,000 | 908,000 | 65,400.00 | 57,400.00 |
| Income bonds—page 19..... | | | | |
| Equipment trust obligations—page 21..... | | | | |
| Total..... | \$13,790,000 | \$8,822,000 | \$653,615.00 | \$669,410.96 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | Current Liabilities Accrued to and Including June 30, 1890. |
|---|---|
| Bills receivable..... | \$5,116.43 |
| Due from solvent companies and individuals..... | 20,008.57 |
| Total cash and current assets..... | \$25,725.00 |
| Balance current liabilities..... | 3,096,155.72 |
| Total..... | \$3,061,800.72 |
| | Loans and bills payable..... |
| | Audited vouchers and accounts..... |
| | Wages and salaries..... |
| | Net traffic balances due to other companies..... |
| | Miscellaneous..... |
| | Total current liabilities..... |

Materials and supplies on hand, \$110,582.19. (See general balance sheet, page 49.)

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|-------------------------|-----------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17. | \$9,946,500.00 | All ..... | ..... | 341.45 | \$29,130.00 |
| Bonds—page 19 (grand total) | 8,822,000.00 | All ..... | ..... | 341.45 | 25,837.00 |
| Equipment trust obligations—page 21..... |  | ..... | ..... | ..... | ..... |
| Total..... | \$18,768,500.00 | ..... | ..... | 341.45 | \$54,967.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--|----------------|----------------|-----------------|-----------------------------|-------------|
| | | | | Miles. | Amount. |
| C., B. & N. R. of Wisconsin and Minnesota (consolidated) | \$9,946,500.00 | \$8,822,000.00 | \$18,768,500.00 | 341.45 | \$54,967.00 |
| Grand total..... | \$9,946,500.00 | \$8,822,000.00 | \$18,768,500.00 | 341.45 | \$54,967.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|--|---|------------------------------------|------------------------------------|---------------------|
| CONSTRUCTION— | | | | |
| Engineering | | \$24,802.89 | \$24,802.89 | |
| Right of way and station grounds..... | | 374,817.83 | 368,887.83 | |
| Grading..... | \$540.36 | 589,077.08 | 589,617.44 | |
| Bridges, trestles and culverts | | 151,060.83 | 151,060.83 | |
| Ties | | | | |
| Rails | | 368,190.46 | 368,190.46 | |
| Track fastenings, laying and surfacing | | | | |
| Frogs and switches | | | | |
| Ballast..... | 10,359.31 | | 10,359.31 | |
| Fencing right of way..... | | 22,284.60 | 22,284.60 | |
| Crossings, cattle guards and signs | 698.06 | | 698.06 | |
| Telegraph lines | | 10,688.67 | 10,688.67 | |
| Station buildings and fixtures..... | | 319,155.16 | 319,155.16 | |
| Shops, roundhouses and turntables..... | 35,000.00 | | 35,000.00 | |
| Shop machinery and tools..... | 707.00 | | 35,474.51 | |
| Cost of road | | 18,902,108.64 | 18,902,108.64 | |
| Received for constructed road—see report 1899..... | | *175,000.00 | *175,000.00 | |
| Interest and discount..... | | 238,624.53 | 238,624.53 | |
| General expenses..... | 2,154.74 | 39,825.46 | 41,980.20 | |
| Total construction | \$43,529.47 | \$20,300,403.66 | \$20,343,933.13 | \$59,581.00 |
| EQUIPMENT— | | | | |
| Locomotives..... | | 26,267.85 | 26,267.85 | |
| Passenger cars | | 37,013.44 | 37,013.44 | |
| Sleeping, parlor and dining cars..... | | 53,102.46 | 53,102.46 | |
| Freight cars, air brakes | 7,990.00 | 275,642.81 | 283,572.81 | |
| Other cars of all classes..... | | 7,164.03 | 7,164.03 | |
| 15 locomotives..... | | | | |
| 1,500 freight cars..... | | 940,000.00 | 940,000.00 | |
| 10 way cars..... | | | | |
| Total equipment | \$7,990.00 | \$1,339,190.59 | \$1,347,120.59 | \$3,945.29 |
| Total construction—page 27..... | 43,529.47 | 20,300,403.66 | 20,343,933.13 | 59,581.00 |
| Grand total cost construction equip- ment, etc..... | \$51,459.47 | \$21,639,594.25 | \$21,691,053.72 | \$63,526.29 |
| Total cost construction, equipment, etc.—State of Minnesota—estimated | \$150.00 | \$4,002,535.74 | \$4,002,685.74 | \$169,533.49 |

*Deduct.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|----------------|--------------|
| Gross earnings from operation—page 35..... | \$2,003,406.37 | |
| Less operating expenses—page 45..... | 1,225,633.50 | |
| Income from operation..... | | \$777,772.78 |
| Dividends on stocks owned—page 37..... | \$2,625.00 | |
| Interest on bonds owned—page 39..... | 50.00 | |
| Miscellaneous income, less expenses—page 41..... | 10,046.84 | |
| Income from other sources..... | | 12,721.84 |
| Total income..... | | \$790,494.62 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$653,615.00 | |
| Rents paid for lease of road—page 47, A..... | 145,231.89 | |
| Taxes..... | \$87,153.40 | |
| War revenue..... | 2,770.09 | |
| Total deductions from income..... | 89,923.49 | \$888,770.38 |
| Deficit..... | | \$98,275.76 |
| Deficit from operations of year ending June 30, 1899..... | | \$98,275.76 |
| Deficit on June 30, 1898 (from "general balance sheet," 1898 report) | | 2,233,398.63 |
| Deficit on June 30, 1899 (for entry on "general balance sheet," page 49)..... | | 2,331,674.39 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| PASSENGER— | Estimated Earnings. |
|--|---------------------|
| Total passenger revenue..... | \$46,040.51 |
| Mail..... | 4,682.12 |
| Express..... | 2,363.40 |
| Extra baggage and storage..... | 686.11 |
| Other items..... | 482.30 |
| Total passenger earnings..... | \$54,254.44 |
| FREIGHT— | |
| Total freight earnings..... | 136,045.86 |
| Total passenger and freight earnings..... | \$190,300.30 |
| OTHER EARNINGS FROM OPERATION— | |
| Switching charges—balance..... | \$184.00 |
| Telegraph earnings..... | 631.01 |
| Rents from tracks, yards and terminals..... | 4,257.11 |
| Rents not otherwise provided for..... | 995.96 |
| Other sources..... | 498.04 |
| Total other earnings..... | \$6,566.12 |
| Total gross earnings from operation—Minnesota..... | \$196,866.42 |
| Total gross earnings from operation—entire line..... | \$2,003,406.37 |

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

| NAME. | Total Par Value. | Rate. | Income or Dividend Received. | Valuation. |
|-------------------------------|---------------------|-------|------------------------------------|----------------|
| Minnesota Transfer Ry..... | \$7,000 | ..... | ..... | \$7,000 |
| Winona Bridge Ry. Co..... | 133,300 | ..... | ..... | Nominal |
| Northern R. R. & Ter. Co..... | 500 | ..... | ..... | 500 |
| Total..... | \$140,800 | ..... | ..... | \$7,500 |

B. Other Stocks.

| | | | | |
|----------------------------------|------------------|-------|----------------|-----------------|
| St. Paul Union Depot Co..... | \$43,750 | ..... | \$2,625 | \$43,750 |
| Total..... | \$43,750 | ..... | \$2,625 | \$43,750 |
| Grand total, A and B..... | \$184,550 | ..... | \$2,625 | \$51,250 |

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

| NAME. | Total Par Value. | Rate Per Ct. | Income or Interest Received. | Valuation. |
|--------------------------------|---------------------|-----------------|------------------------------------|------------------|
| Minnesota Transfer Ry. Co..... | \$1,000 | 5 | \$50.00 | \$1,000 |
| Winona Bridge Ry. Co..... | 130,000 | 5 | ..... | 104,300 |
| Total..... | \$131,000 | ..... | \$50.00 | \$105,300 |

B. Other Bonds.

| | | | | |
|----------------------------------|------------------|-------|----------------|------------------|
| St. Paul Inv. & Sav. Soc..... | \$10,000 | ..... | ..... | \$10,000 |
| Union Land Co..... | 12,000 | ..... | ..... | 12,000 |
| Total..... | \$22,000 | ..... | ..... | \$22,000 |
| Grand total, A and B..... | \$153,000 | ..... | \$50.00 | \$127,300 |

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Grand total rents received \$10,768.56

MISCELLANEOUS INCOME.

Interest and exchange (miscellaneous) \$10,046.84

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|--|---------------------|
| Repairs of roadway | \$110,981.58 |
| Renewals of rails | 18,181.52 |
| Renewals of ties | 29,502.08 |
| Repairs and renewals of bridges and culverts | 35,848.94 |
| Repairs and renewals of fences, road crossings, signs, and cattle guards | 5,060.26 |
| Repairs and renewals of buildings and fixtures | 29,818.56 |
| Repairs and renewals of telegraph | 2,690.44 |
| Stationery and printing | 168.86 |
| Other expenses | 9.98 |
| Total | \$225,241.14 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|---------------------|
| Superintendence | \$10,487.04 |
| Repairs and renewals of locomotives | 65,068.88 |
| Repairs and renewals of passenger cars | 36,892.65 |
| Repairs and renewals of freight cars | 71,888.48 |
| Repairs and renewals of work cars | 8,249.86 |
| Repairs and renewals of shop machinery and tools | 4,489.22 |
| Stationery and printing | 444.14 |
| Other expenses | 5,297.45 |
| Total | \$197,842.12 |

CONDUCTING TRANSPORTATION.

| | |
|--|---------------------|
| Superintendence | \$82,875.47 |
| Engine and roundhouse men | 185,328.25 |
| Fuel for locomotives | 114,068.09 |
| Water supply for locomotives | 7,240.16 |
| Oil, tallow and waste for locomotives | 8,328.19 |
| Other supplies for locomotives | 1,021.38 |
| Train service | 105,692.61 |
| Train supplies and expenses | 86,200.46 |
| Switchmen, flagmen and watchmen | 47,871.70 |
| Telegraph expenses | 81,406.75 |
| Station service | 74,914.17 |
| Station supplies | 6,688.40 |
| Switching charges—balance | 10,870.64 |
| Car mileage—balance | 25,068.83 |
| Hire of equipment—balance | *2,529.59 |
| Loss and damage | 2,824.11 |
| Injuries to persons | 5,856.08 |
| Clearing wrecks | 1,122.49 |
| Advertising | 5,618.74 |
| Outside agencies | 35,991.89 |
| Rents for tracks, yards and terminals—page 47, B | 37,605.87 |
| Rents of buildings and other property | 7,180.81 |
| Stationery and printing | 464.84 |
| Other expenses | |
| Total | \$725,186.87 |

* Deduction.

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|-------------|
| Salaries of general officers..... | \$24,198.44 |
| Salaries of clerks and attendants..... | 25,215.91 |
| General office expenses and supplies..... | 3,734.82 |
| Insurance..... | 9,623.19 |
| Law expenses..... | 9,910.60 |
| Stationery and printing (general offices)..... | 2,231.25 |
| Other expenses..... | 2,949.25 |
| Total..... | \$77,863.46 |

RECAPITULATION OF EXPENSES.

| | |
|---|----------------|
| Maintenance of way and structures..... | \$225,241.14 |
| Maintenance of equipment..... | 197,342.12 |
| Conducting transportation..... | 725,186.87 |
| General expenses..... | 77,863.46 |
| Grand total..... | \$1,225,633.59 |
| Percentage of expenses to earnings—entire line..... | 61.18 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|--------------|
| Maintenance of way and structures, estimated..... | \$22,594.89 |
| Maintenance of equipment, estimated..... | 19,864.96 |
| Conducting transportation, estimated..... | 71,433.17 |
| General expenses, estimated..... | 7,829.51 |
| Total..... | \$121,722.53 |
| Percentage of expenses to earnings—Minnesota..... | 61.83 |

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Road.

| | |
|--|--------------|
| Illinois Central Ry..... | \$21,000.00 |
| Great Northern Ry. Line..... | 59,576.66 |
| Minneapolis Union Ry..... | 38,764.08 |
| Chicago, Milwaukee & St. Paul Ry..... | 133.20 |
| Chicago, Burlington & Quincy R. R..... | 1,162.20 |
| Minnesota Transfer Ry..... | 4,460.00 |
| St. Paul Union Depot..... | 2,135.75 |
| Dunleith & Dubuque Branch..... | 18,000.00 |
| Total..... | \$145,231.89 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 40.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|--------|---|-----------------|----------------------------|--------------|
| Item. | Total. | ASSETS. | | Increase. | Decrease. |
| \$21,639,504.25 | | { Cost of road—page 27..... } | ..... | \$51,459.47 | ..... |
| 51,250.00 | | { Cost of equipment—page 29..... } | ..... | ..... | ..... |
| 105,300.00 | | Stocks owned—page 37..... | ..... | ..... | ..... |
| 2,053,500.00 | | Bonds owned—page 39..... | ..... | 22,000.00 | ..... |
| | | G. B. & N. stock held in trust..... | ..... | ..... | ..... |
| | | Lands owned..... | ..... | 264,977.70 | ..... |
| 514,479.05 | | Cash and current assets—page 23..... | ..... | ..... | \$488,754.05 |
| | | Other Assets..... | ..... | ..... | ..... |
| 102,136.46 | | Materials and supplies..... | 110,532.19 | 8,395.73 | ..... |
| 265,659.16 | | Sinking fund..... | 272,001.65 | 6,342.79 | ..... |
| 63,598.75 | | Sundries..... | ..... | ..... | 63,598.75 |
| 2,233,398.63 | | Income account..... | 2,331,674.39 | 98,275.76 | ..... |
| | | Excess of coupon interest paid over same accrued..... | 15,735.96 | 15,735.96 | ..... |
| | | Grand Total..... | ..... | ..... | \$85,105.39 |
| \$27,028,916.30 | | | \$26,943,810.91 | ..... | ..... |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|--------|--------------------------------------|-----------------|----------------------------|----------------|
| Item. | Total. | LIABILITIES. | | Increase. | Decrease. |
| \$12,000,000.00 | | Capital stock—page 17..... | \$12,000,000.00 | ..... | ..... |
| 12,811,500.00 | | Funded debt—page 23..... | 8,822,000.00 | ..... | \$3,989,500.00 |
| 2,034,883.02 | | Current liabilities—pages 23..... | 3,061,890.72 | \$1,027,477.70 | ..... |
| | | Current accounts (balance)..... | 12,704.91 | 12,704.91 | ..... |
| 90,659.16 | | Sinking fund income..... | 97,001.95 | 6,342.79 | ..... |
| 92,374.12 | | Profit and loss—page 31 (or 33)..... | 2,650,243.33 | 2,857,869.21 | ..... |
| | | Grand Total..... | ..... | ..... | \$85,105.39 |
| \$27,028,916.30 | | | \$26,943,810.91 | ..... | ..... |

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Adams Express Co.
3. Pullman's Palace Car Co. for operation of sleeping cars.
7. North American Telegraph Co. for use of poles on which their wires are strung.

(Page 57.)

SECURITY FOR FUNDED DEBT—PAGE 23.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment Mortgaged. |
|------------------------------|------------------------|----------------------|--------|--------------------------------------|---|
| | From. | To. | Miles. | | |
| First mortgage bonds* | Oregon, Ill. | St. Paul, Minn. | 319.04 | ..... | All except as below: |
| First mortgage bonds. | Fulton, Ill. | Savanna, Ill. | 16.72 | ..... | ..... |
| First mortgage bonds. | East Winona, Wis. | Winona, Minn. | 1.84 | ..... | ..... |
| First mortgage bonds. | Galena Jet, Ill. | Galena, Ill. | 8.82 | ..... | ..... |
| First mortgage bonds. | At Dubuque, Iowa. .... | ..... | .53 | ..... | ..... |
| Equipment bonds | ..... | ..... | ..... | ..... | { 15 locomotives 1,500 freight cars 10 way cars |

* What securities mortgaged—30,000 shares of stock and \$300,000 bond of Chicago, Burlington & Northern Railroad of Illinois.

(Page 59.)

EMPLOYES AND SALARIES—WHOLE LINE.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Compensation | Average Daily Compensation. |
|--|---------|---------------------------------------|---------------------------------|-----------------------------------|
| General officers..... | 15 | 5,475 | \$37,100.00 | \$6.78 |
| General office clerks..... | 60 | 18,780 | 53,304.00 | 2.84 |
| Station agents..... | 47 | 17,155 | 29,616.00 | 1.73 |
| Other station men..... | 70 | 21,910 | 32,940.00 | 1.50 |
| Enginemen..... | 58 | 21,170 | 66,836.00 | 3.16 |
| Firemen..... | 57 | 20,805 | 58,864.00 | 1.87 |
| Conductors..... | 55 | 20,075 | 54,896.00 | 2.74 |
| Other trainmen..... | 67 | 24,455 | 41,028.00 | 1.68 |
| Machinists..... | 26 | 8,138 | 16,290.00 | 2.00 |
| Carpenters..... | 50 | 15,650 | 30,024.00 | 1.92 |
| Other shopmen..... | 217 | 67,921 | 115,632.00 | 1.70 |
| Section foremen..... | 59 | 21,535 | 32,820.00 | 1.52 |
| Other trackmen..... | 273 | 85,449 | 57,576.00 | 1.02 |
| Switchmen, flagmen and watchmen..... | 65 | 23,725 | 36,336.00 | 1.53 |
| Telegraph operators and dispatchers..... | 38 | 13,870 | 25,320.00 | 1.83 |
| All other employes and laborers..... | 18 | 5,634 | 11,629.00 | 2.06 |
| Total (including general officers)..... | 1,175 | 391,747 | \$710,541.00 | \$1.81 |
| Less general officers..... | 15 | 5,475 | 37,100.00 | 6.78 |
| Total (excluding general officers)..... | 1,160 | 386,272 | \$673,441.00 | \$1.74 |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration..... | 75 | 24,255 | \$90,404.00 | \$3.77 |
| Maintenance of way and structures..... | 388 | 124,542 | 154,296.00 | 1.23 |
| Maintenance of equipment..... | 249 | 77,937 | 135,798.00 | 1.74 |
| Conducting transportation..... | 463 | 165,043 | 330,073.00 | 2.00 |
| Total (including general officers)..... | 1,175 | 391,747 | \$710,541.00 | \$1.81 |
| Less general officers..... | 15 | 5,475 | 37,100.00 | 6.78 |
| Total (excluding general officers)..... | 1,160 | 386,272 | \$673,441.00 | \$1.74 |

(Page 61A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Rev- enue and Rates. | |
|---|--|-------------------------------------|-------------|
| | | Dols. | Cts. Mills. |
| PASSENGER TRAFFIC— | | | |
| Number of passengers carried earning revenue..... | 217,069 | | |
| Number of passengers carried one mile..... | 2,170,698 | | |
| Number of passengers carried one mile per mile of road..... | 56,455 | | |
| Average distance carried..... | 10 miles | | |
| Total passenger revenue—page 35..... | | 46,040.51 | |
| Average amount received from each passenger..... | | | 21.210 |
| Average receipts per passenger per mile..... | | | .02.121 |
| Total passenger earnings—page 35..... | | 54,254.44 | |
| Passenger earnings per mile of road..... | | 1,411.04 | |
| Passenger earnings per train mile—see page 60..... | | | |
| FREIGHT TRAFFIC— | | | |
| Number of tons carried of freight earning revenue—page 63 | 678,872 | | |
| Number of tons carried one mile..... | 20,966.147 | | |
| Number of tons carried one mile per mile of road..... | 529,679 | | |
| Average distance haul of one ton..... | 30 miles | | |
| Total freight revenue—page 35..... | | 136,045.86 | |
| Average amount received for each ton of freight..... | | | 20.040 |
| Average receipts per ton per mile..... | | | .00.668 |
| Total freight earnings—page 35..... | | 136,045.86 | |
| Freight earnings per mile of road..... | | 3,538.25 | |
| Freight earnings per train mile—see page 60..... | | | |
| PASSENGER AND FREIGHT— | | | |
| Passenger and freight revenue—page 35..... | | 182,086.37 | |
| Passenger and freight revenue per mile of road..... | | 4,735.67 | |
| Passenger and freight earnings—page 35..... | | 190,300.30 | |
| Passenger and freight earnings per mile of road..... | | 4,949.29 | |
| Gross earnings from operation—page 35..... | | 196,866.42 | |
| Gross earnings from operation per mile of road..... | | 5,120.06 | |
| Gross earnings from operation per train mile—see page 60..... | | | |
| Operating expenses—page 45..... | | 121,722.53 | |
| Operating expenses per mile of road..... | | 3,165.74 | |
| Operating expenses per train mile—see page 60..... | | | |
| Income from operation—page 31..... | | 75,143.89 | |
| Income from operation per mile of road..... | | 1,954.32 | |
| TRAIN MILEAGE—See page 60. | | | |

(Page 60.)

EXPLANATORY REMARKS.

No record is kept of mileage by states.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|--|--|-------------------------------|--------|--------|
| | | Dol. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 289,990 | | | |
| Number of passengers carried one mile..... | 18,189,256 | | | |
| Number of passengers carried one mile per mile of road..... | 48,941 | | | |
| Average distance carried—miles..... | 62.74 | | | |
| Total passenger revenue..... | | \$885,751.06 | | |
| Average amount received from each passenger..... | | | 1.33. | 050 |
| Average receipts per passenger per mile..... | | | 02. | 121 |
| Total passenger earnings..... | | 464,808.62 | | |
| Passenger earnings per mile of road..... | | 1,250.63 | | |
| Passenger earnings per train mile..... | | | 71. | 933 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 921,015 | | | |
| Number of tons carried one mile..... | 227,487,453 | | | |
| Number of tons carried one mile per mile of road..... | 612,085 | | | |
| Average distance haul of one ton—miles..... | 247 | | | |
| Total freight revenue..... | | 1,517,709.06 | | |
| Average amount received for each ton of freight..... | | | 1.64. | 787 |
| Average receipts per ton per mile..... | | | 00. | 608 |
| Total freight earnings..... | | 1,517,709.06 | | |
| Freight earnings per mile of road..... | | 4,083.60 | | |
| Freight earnings per train mile..... | | | 1.66. | 726 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue..... | | 1,908,460.12 | | |
| Passenger and freight revenue per mile of road..... | | | 5.12. | 51 |
| Passenger and freight earnings..... | | 1,982,517.68 | | |
| Passenger and freight earnings per mile of road..... | | | 5.334. | 23 |
| Gross earnings from operation..... | | 2,008,406.37 | | |
| Gross earnings from operation per mile of road..... | | | 5.390. | 43 |
| Gross earnings from operation per train mile..... | | | 1.28. | 715 |
| Operating expenses—page 45..... | | 1,225,633.59 | | |
| Operating expenses per mile of road..... | | | 3.297. | 73 |
| Operating expenses per train mile..... | | | 78. | 745 |
| Income from operation—page 31..... | | 777,772.78 | | |
| Income from operation per mile of road..... | | | 2.092. | 70 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 646,165 | | | |
| Miles run by freight trains..... | 910,301 | | | |
| Miles run by mixed trains—included above..... | | | | |
| Total Mileage Trains Earning Revenue..... | | 1,556,466 | | |
| Miles run by switching trains..... | | | | |
| Miles run by construction and other trains..... | | No record. | | |
| Grand Total Train Mileage..... | | | | |
| Mileage of loaded freight cars—north or east..... | | | | |
| Mileage of loaded freight cars—south or west..... | 19,234,421 | | | |
| Mileage of empty freight cars—north or east..... | | | | |
| Mileage of empty freight cars—south or west..... | 8,303,152 | | | |
| Average number of freight cars in train..... | 90.25 | | | |
| Average number of loaded cars in train..... | 21.13 | | | |
| Average number of empty cars in train..... | 9.12 | | | |
| Average number of tons of freight in train..... | 249.9 | | | |
| Average number of tons of freight in each loaded car..... | 11.83 | | | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

We have no record from which we can compile this information.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|---|---------------------------|------------------------------|------------------------------------|--------------|--|--|
| | | | No. | Name. | No. | Name. |
| Locomotives Owned and Leased— | | | | | | |
| Passenger..... | | 12 | 12 | Westinghouse | 12 | Janney |
| Freight | | 38 | 38 | Westinghouse | 32 | { 6 Janney 12 Williams 4 Chicago |
| Switching | | 8 | 8 | Westinghouse | 8 | Janney |
| Total locomotives in service..... | | 58 | 58 | | 52 | |
| Cars, Owned and Leased, in Passenger Service— | | | | | | |
| First-class cars | | 20 | 20 | Westinghouse | 20 | Janney |
| Combination cars | | 2 | 2 | Westinghouse | 2 | Janney |
| Dining cars..... | | 2 | 2 | Westinghouse | 2 | Janney |
| Chair cars..... | | 2 | 2 | Westinghouse | 2 | Janney |
| Baggage, Express and Postal cars..... | | 10 | 10 | Westinghouse | 10 | Janney |
| Total..... | | 36 | 36 | | 36 | |
| In Freight Service— | | | | | | |
| Box cars | 2450 | 663 | | Westinghouse | 2310 | } See page No. 64. |
| Flat cars | 100 | 2 | | Westinghouse | 91 | |
| Stock cars..... | 300 | 103 | | Westinghouse | 276 | |
| Coal cars..... | 500 | 4 | | Westinghouse | 452 | |
| Total..... | | 3350 | 772 | | 3129 | |
| In Company's Service— | | | | | | |
| Officers' and Pay cars..... | | 1 | 1 | Westinghouse | 1 | M. C. B. |
| Derrick cars | | 1 | 1 | Westinghouse | 1 | Williams |
| Caboose cars..... | | 29 | | | 25 | { 23 Chicago 2 Williams |
| Other road cars..... | | 2 | 1 | Westinghouse | 1 | Williams |
| Total..... | | 33 | 2 | | 27 | |
| Total cars in service | | 3419 | | | | |

(Page 64.)

EXPLANATORY REMARKS.

CARS IN FREIGHT SERVICE.

| KIND OF COUPLER. | Box. | Flat. | Stock. | Coal. |
|------------------|-------|-------|--------|-------|
| Janney..... | 745 | 2 | 70 | 13 |
| Williams..... | 495 | 8 | 98 | 11 |
| Chicago..... | 941 | 79 | 153 | 403 |
| Columbia..... | 20 | | 13 | |
| St. Louis..... | 86 | 2 | 2 | 24 |
| Buckeye..... | 1 | | | |
| Gould..... | 2 | | | |
| Standard..... | 1 | | | |
| Hein..... | 19 | | | |
| Total..... | 2,310 | 91 | 276 | 452 |

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 335.76 | 5.69 | ..... | ..... | ..... | 30.21 | 371.66 | ..... | ..... | 841.45 |
| Miles of second track..... | 7.37 | ..... | ..... | ..... | ..... | ..... | 7.37 | ..... | ..... | 68.84 |
| Miles of yard track and sidings..... | 68.84 | ..... | ..... | ..... | ..... | ..... | 68.84 | ..... | ..... | ..... |
| Total mileage operated (all tracks) .. | 411.97 | 5.69 | ..... | ..... | ..... | 30.21 | 447.87 | ..... | ..... | 417.66 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | 90.92 | 8.82 | ..... | ..... | ..... | 14.85 | 109.09 | ..... | ..... | 94.74 |
|---------------------------------------|--------|-------|-------|-------|-------|-------|--------|-------|-------|--------|
| Illinois..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.02 | ..... | ..... | ..... |
| Iowa..... | ..... | .63 | ..... | ..... | ..... | .49 | 223.10 | ..... | ..... | 222.57 |
| Wisconsin..... | 222.42 | .15 | ..... | ..... | ..... | ..... | 53 | ..... | ..... | 23.61 |
| Minnesota..... | 22.42 | ..... | ..... | ..... | ..... | 14.84 | 58.45 | ..... | ..... | ..... |
| Total mileage operated (single track) | 335.76 | 5.69 | ..... | ..... | ..... | 30.21 | 371.66 | ..... | ..... | 841.45 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---------------------------------------|------------------------------------|---------------------|-------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | ..... |  |  | Iron. | Steel. |
| Illinois..... | 90.92 | 3.82 | ..... | 94.74 | ..... | ..... | 94.74 |
| Iowa..... | ..... | .53 | ..... | ..... | ..... | ..... | ..... |
| Wisconsin..... | 222.42 | .15 | ..... | 222.57 | ..... | ..... | 222.57 |
| Minnesota..... | 22.42 | 1.19 | ..... | 23.61 | ..... | ..... | 23.61 |
| Total mileage owned (single track) .. | 335.76 | 5.69 | ..... | 341.45 | ..... | ..... | 841.45 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 22.42 | 1.19 | ..... | ..... | ..... | 14.84 | 38.45 | ..... | ..... | 23.61 |
| Miles of yard track and sidings | 15.61 | ..... | ..... | ..... | ..... | ..... | 15.61 | ..... | ..... | 15.61 |
| Total mileage operated (all tracks) | 38.03 | 1.19 | ..... | ..... | ..... | 14.84 | 54.06 | ..... | ..... | 39.22 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|---|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|
| State of Minnesota | 22.42 | 1.19 | ..... | ..... | ..... | 14.84 | 38.45 | ..... | ..... | 23.61 |
| Total mileage operated (single track) | 22.42 | 1.19 | ..... | ..... | ..... | 14.84 | 38.45 | ..... | ..... | 23.61 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota | 22.42 | 1.19 | 23.61 | | | 23.61 |
| Total mileage owned (single track) | 22.42 | 1.19 | 23.61 | | | 23.61 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|--------|-----------------|--|----------------------------|---------|--------------------------------------|
| Kind. | Tons. | Weight Per Yard | Av. Price Per Ton at Distributing Point. | Kind. | Number. | Average Price at Distributing Point. |
| Steel..... | 273.19 | 66 lbs. | \$20 to \$25 | Oak..... | 8,369 | 40¢ to 45¢ |
| Total..... | | | | Total..... | | |

CONSUMPTION OF FUEL BY LOCOMOTIVES—WHOLE LINE.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | Wood, Cords, Hard and Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|-------------------------|-----------------------------|----------------------------|------------|-----------------------------------|
| Passenger..... | 21,752.75 | 164 | 21,894.75 | 663,978 | 65.77 |
| Freight..... | 44,834.75 | 215.25 | 44,942.38 | 890,092 | 100.98 |
| Switching..... | 11,237.50 | 69.25 | 11,272.12 | 410,309 | 54.94 |
| Construction..... | 2,159 | 11.75 | 2,164.87 | 59,787 | 72.42 |
| Total..... | 79,984.00 | 460.25 | 80,214.12 | 2,024,166 | 79.26 |
| Average cost at distributing point.. | \$1.44 | \$1.58 | | | |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------------|------------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Falling from trains and engines | | 2 | | 4 | | | | 6 |
| Overhead obstructions | | 1 | | | | | | 1 |
| Total | | 3 | | 4 | | | | 7 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|--------------------|-------------|---------|--------------|---------|---------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Other causes | | | | 2 | | | | |
| Total | | | | 2 | | | | 2 |

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EXPLANATORY REMARKS.

OTHER CAUSES.—Stealing ride, leg broken, 1; struck by cars, foot mashed, 1.

(Page 78.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|---------------|--------|---------------------------|---|---|-------------------|-----------------------------|--|--------------------|------------------------------|---|------|
| From. | To. | Miles. | Num- ber of Curves. | Aggreg't Length of Curved Line. Miles. | Length of Straight Line. Miles. | Ascending Grades. | | | Descending Grades. | | | |
| | | | | | | No. | Sum of Ascenta. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descenta. Feet. | Aggregate Length of Descending Grades. Miles. | |
| Wisconsin state line..... | St. Paul..... | 22.42 | 51 | 7.23 | 15.16 | 6.32 | 10 | 92 | 9.02 | 8 | 82 | 7.08 |
| Winona branch | | 1.19 | 4 | .20 | .99 | .53 | 8 | 14 | .24 | 4 | 11 | .87 |
| Total..... | | 23.61 | 55 | 7.43 | 16.15 | 6.90 | 18 | 106 | 9.26 | 12 | 93 | 7.45 |

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, ft. | Minimum Length, ft. | Maximum Length, ft. | ITEM. | Number. | Height of Lowest Above Surface of Rail. Ft. In. |
|---------------|------------------|-----------------------|---------------------|---------------------|----------------------------|---------|---|
| BRIDGES— | | | | | Overhead Highway Crossing: | | |
| Iron | 25 $\frac{1}{2}$ | 336.9 | ..... | ..... | Trestles | 1 | 20.3 |
| Wooden* | 25 $\frac{1}{2}$ | 1,657 | 8 | 176 | Total | 1 | 20.3 |
| Total | 25 $\frac{1}{2}$ | 1,993.9 | 8 | 176 | | | |

Gauge of track, 4 feet 8 $\frac{1}{2}$ inches. All miles.

*Trestles included with wooden.

TELEGRAPH.

A. Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

| | |
|---------------------|-------|
| Miles of line | 38.52 |
| Miles of wire | 68.60 |

B. Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line. | Miles of Wire. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|----------------|----------------------------------|------------------------------|
| 38.52 | 177.96 | North American Telegraph Co..... | North American Telegraph Co. |

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CAR MILEAGE.

Amounts Paid for Use of Rolling Stock not the Property of Railroads nor Consigned for Use by Lease on the Chicago, Burlington & Northern Railroad, June 30, 1898, to June 30, 1899.

| NAME OF OWNER. | Description. | Rate. Cents. | Amount. |
|---|----------------------|-----------------|----------|
| American Live Stock Transportation Co | Stock | 6-10 | \$6.57 |
| Atlanta Stone, C. & L. L. | Flat and coal | 6-10 | 10.02 |
| Armour Car Lines | Refrigerator | 8-4 | 7,567.58 |
| Armour Car Lines | Stock | 6-10 | 26.64 |
| Armour Car Lines | Box | 6-10 | 55.44 |
| Armour Car Lines | Tank | 8-4 | 8.10 |
| American Refrigerator Trans. Co. | Refrigerator | 8-4 | 30.74 |
| Arms Palace Horse Car Co. | Stock | 6-10 | 28.47 |
| Archer & Douglas Tank Line | Tank | 8-4 | 34.21 |
| Alexander—Molasses Tank Line | Tank | 8-4 | 5.82 |
| American Cotton Oil Co. | Tank | 8-4 | 2.08 |
| American Lin. Tank Line | Tank | 8-4 | 16.09 |
| American C. Co. Dispatch | Box | 6-10 | 4.64 |
| Burton Stock Car Co. | Stock | 6-10 | 12.80 |
| Barrett & Barrett | Box | 6-10 | 13.05 |
| Bott Estate (Conrad) | Box | 6-10 | 7.00 |
| Canda Cattle Car Co. | Stock | 6-10 | 8,191.35 |
| Commerce Dispatch Line | Box | 6-10 | 30.93 |
| California Fruit Trans. Co. | Refrigerator | 8-4 | 1,255.01 |
| Chicago Refrigerator Car Co. | Refrigerator | 8-4 | 118.37 |
| Chappell Chemical Co. | Tank | 8-4 | 9.09 |
| Chicago, New York & Boston Refgr. Co. | Refrigerator | 8-4 | 170.24 |
| Cont. Fruit Express | Refrigerator | 8-4 | 118.11 |
| Cleveland Provision Co. | Stock | 6-10 | 9.58 |
| Crew-Levick Co. | Box | 6-10 | 5.46 |
| Cudahy Refrigerator Line | Refrigerator | 8-4 | 5.18 |
| Central Equipment Co. | Box | 6-10 | 11.44 |
| Dairy Dealers' Dispatch | Refrigerator | 8-4 | 117.54 |
| Dzie Oil Co. | Tank | 8-4 | 5.41 |
| Express Coal Line | Coal | 6-10 | 2.68 |
| Freedom Oil Works | Tank | 8-4 | 6.07 |
| Frick, H. C. | Coal | 6-10 | 2.85 |
| Green Line | Tank | 8-4 | 108.84 |
| Gregory Tank Line | Tank | 8-4 | 6.07 |
| Germania Refrigerator Co. | Tank | 8-4 | 1.54 |
| Hammond Refrigerator Line | Refrigerator | 8-4 | 253.89 |
| Havens, C. B. | Coal | 6-10 | 1.96 |
| Knickerbocker Ice Co. | Box | 6-10 | .98 |
| Kansas City Dressed Beef Line | Refrigerator | 8-4 | 325.28 |
| Keystone Palace Horse Car Co. | Stock | 6-10 | 1.42 |
| Kingan Refrigerator Line | Refrigerator | 8-4 | 13.94 |
| Kingman & Co. | Box | 6-10 | 6.73 |
| Kansas City Fruit Express | Refrigerator | 8-4 | 3.76 |
| Laurel Hill Coal & Coke Co. | Coal | 6-10 | 19.05 |
| Lipton Refrigerator Line | Refrigerator | 8-4 | 17.30 |
| Lewis Roofing Co. | Box | 6-10 | 16.39 |
| Minneapolis Stock Yards & Prov. Co. | Refrigerator | 8-4 | 5.82 |
| Menasha Wooden Ware Co. | Box | 6-10 | 8.98 |
| Mather Horse & Stock Car Co. | Stock | 6-10 | 43.16 |
| Morris, Nelson, & Co. | Refrigerator | 8-4 | 7.87 |
| New England Car Co. | Stock | 6-10 | 57.75 |
| National Rolling Stock Co. | Box | 6-10 | 15.90 |
| No. & So. Rolling Stock Co. | Refrigerator | 8-4 | 5.65 |
| No. & So. Rolling Stock Co. | Box | 6-10 | 13.96 |
| National Linseed Oil Co. | Tank | 8-4 | 125.04 |
| Peavey Grain Line | Box | 6-10 | 16.50 |
| Provision Dealers' Dispatch | Refrigerator | 8-4 | 4.15 |
| Riddle Coach & Horse Car | Box | 6-10 | 4.92 |
| Street's West. Stable Car Co. | Stock | 6-10 | 4,356.04 |
| Swift Refrigerator Line | Refrigerator | 8-4 | 1,292.94 |
| Swift Live Stock Exchange | Stock | 6-10 | 8.10 |
| St. Paul Refrigerator Car Co. | Refrigerator | 8-4 | 6.06 |
| Santa Fe Refrigerator Line | Refrigerator | 8-4 | 2.82 |
| St. Louis Refrigerator Car Co. | Refrigerator | 8-4 | 33.48 |
| St. Charles Refrigerator Dispatch | Refrigerator | 8-4 | 11.80 |
| Swift Tank Line | Tank | 8-4 | 2.65 |
| So. Iron Car Line | Box, flat, etc. | 6-10 | 2.64 |
| Union Tank Line | Tank | 8-4 | 2,184.20 |
| Union Tank Line | Rack | 6-10 | 245.10 |
| Union Refrigerator Trans. Co. | Refrigerator | 8-4 | 91.17 |
| Union Refrigerator Trans. Co. | Box | 6-10 | 1.96 |
| Venice Trans. Co. | Flat | 6-10 | 11.52 |
| Weaver Coal Co. | Coal | 6-10 | 2.37 |
| Wagon Bros. Tank Line | Tank | 8-4 | 70.65 |
| Western Refrigerator Line | Refrigerator | 8-4 | 1.56 |
| Western Refrigerator Trans. Co. | Refrigerator | 8-4 | 4.16 |
| Western Equipment & Car Co. | Box | 6-10 | .42 |

Chicago & North-Western Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago & North-Western Railway Company.
2. Date of organization? June 7, 1859.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under act of Illinois legislature, approved Feb. 19, 1859, and under act of Wisconsin legislature, approved March 14, 1859. Certificate made June 6, 1859.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Other companies have been consolidated with the Chicago & Northwestern Railway Company, as follows:

| NAME OF COMPANY. | State. | Charter or Organization under Gen. Laws. |
|--|-------------------------------|--|
| Dixon, Rockford & Kenosha Ry. Co. Galena & Chicago Union R. R. Co.. | Ill. & Wis.. Illinois..... | Organized Jan. 16, 1864. Chartered by act of Illinois, Jan. 16, 1836. Amended by act of Illinois, March 4, 1837. Amended by act of Illinois, Feb. 24, 1847. Amended by act of Illinois, Feb. 11, 1853. Amended by act of Illinois, Feb. 25, 1854. Amended by act of Illinois, Feb. 15, 1855. |
| Peninsula Railroad..... | Michigan... | Organized Feb. 8, 1862. |
| Beloit & Madison R. R. Co..... | Wisconsin.. | Chartered by act of Wis., Feb. 18, 1852. |
| Baraboo Air Line R. R. Co..... | Wisconsin.. | Chartered by act of Wis., March 8, 1870. Amended by act of Wis., Jan. 31, 1871. |
| La Crosse, Tremp. & Pres. R. R. Co. | Wisconsin.. | Chartered by act of Wis., March 6, 1857. Amended by act of Wis., April 4, 1864. |
| Menominee River R. R. Co..... | Michigan... | Organized July 9, 1875. |
| Escanaba & Lake Superior Ry. Co... | Michigan... | Organized Nov. 20, 1880. |
| Elgin & State Line R. R. Co..... | Illinois.... | Chartered by act of Illinois, Feb. 12, 1859. |
| Chicago, Milw. & N. W. Ry. Co..... | Ill. & Wis.. | Organized March 19, 1881. |

5. Date and authority for each consolidation?

| Date of Consolidation. | Companies Acquired by Consolidation. | Authority for Consolidation. |
|------------------------|---|--------------------------------|
| Jan. 19, 1864..... | Dixon, Rockford & Kenosha R. R. Co..... | General railroad law. |
| June 2, 1864..... | Galena & Chicago Union R. R..... | Authority conferred by charter |
| Oct. 21, 1864..... | Peninsula R. R. Co..... | General railroad law. |
| Jan. 10, 1871..... | Beloit & Madison R. R. Co..... | Authority conferred by charter |
| March 10, 1871..... | Baraboo Air Line R. R. Co..... | Authority conferred by charter |
| Jan. 6, 1877..... | La Crosse, Tremp. & Prescott R. R. Co.... | Authority conferred by charter |
| July 1, 1882..... | Menominee River R. R. Co..... | General railroad law. |
| July 1, 1882..... | Escanaba & Lake Superior Ry. Co..... | General railroad law. |
| June 7, 1883..... | Elgin & State Line R. R. Co..... | Authority conferred by charter |
| June 7, 1883..... | Chicago, Milwaukee & N. W. Ry. Co..... | General railroad law. |

The property and franchises of other companies have been acquired by the Chicago & North-Western Railway Company by purchase as follows:

| DATE OF ORGANIZATION. | COMPANIES. | State. | Date of Purchase. | Authority for Purchase. |
|-----------------------|--|----------------|---------------------|---------------------------------|
| April 4, 1882..... | Galesville & Mississippi River Railroad Company.... | Wisconsin..... | March 16, 1883..... | General railroad law. |
| March 18, 1880..... | Rock River Railroad Company..... | Wisconsin..... | March 16, 1883..... | General railroad law. |
| Jan. 24, 1886..... | Chicago, Iowa & Nebraska Railroad..... | Iowa..... | July 1, 1884..... | General railroad law. |
| June 14, 1889..... | Cedar Rapids & Missouri River Railroad..... | Iowa..... | July 1, 1884..... | General railroad law. |
| June 10, 1876..... | Starwood & Tipton..... | Iowa..... | July 8, 1884..... | General railroad law. |
| July 31, 1872..... | Starwood & Tipton..... | Iowa..... | Oct. 24, 1884..... | General railroad law. |
| March 2, 1870..... | Iowa Midland Railway Company..... | Iowa..... | Oct. 24, 1884..... | General railroad law. |
| July 2, 1883..... | Ottumwa, Cedar Falls & St. Paul Railway Company..... | Iowa..... | Oct. 24, 1884..... | General railroad law. |
| June 18, 1880..... | Iowa South-Western Railway Company..... | Iowa..... | Oct. 24, 1884..... | General railroad law. |
| Aug. 1, 1870..... | Des Moines & Minnesota Railroad Company..... | Iowa..... | Oct. 24, 1884..... | General railroad law. |
| April 9, 1886..... | Marble Valley Railway Company..... | Iowa..... | Oct. 24, 1884..... | General railroad law. |
| April 16, 1886..... | Janesville & Evansville Railway..... | Wisconsin..... | May 4, 1887..... | General railroad law. |
| Jan. 18, 1873..... | Siuux Valley Railway Company..... | Iowa..... | May 6, 1887..... | General railroad law. |
| Aug. 18, 1873..... | Iowa Railway, Coal and Manufacturing Company..... | Iowa..... | Nov. 2, 1887..... | General railroad law. |
| Oct. 30, 1883..... | Linn County Railway Company..... | Iowa..... | Nov. 2, 1887..... | General railroad law. |
| Oct. 24, 1884..... | Snyder & Corbitt Railroad Company..... | Illinois..... | Nov. 2, 1887..... | General railroad law. |
| Feb. 24, 1884..... | North Illinois Railway Company..... | Illinois..... | June 7, 1888..... | Act of Illinois, June 30, 1885. |
| Oct. 8, 1887..... | Iron River Railway Company..... | Michigan..... | June 10, 1889..... | Act of Illinois, June 30, 1885. |
| Aug. 8, 1887..... | Iron Range Railway Company..... | Michigan..... | June 10, 1889..... | Act of Michigan, Feb. 27, 1889. |
| Aug. 8, 1887..... | Toledo & Northwestern Railway..... | Michigan..... | June 10, 1889..... | Act of Michigan, Feb. 27, 1889. |
| June 15, 1880..... | Union River Railway Company..... | Wisconsin..... | June 10, 1889..... | General railroad law. |
| Jan. 24, 1896..... | Point River Railway Company..... | Iowa..... | June 6, 1890..... | General railroad law. |
| May 21, 1896..... | Lehigh Valley Railway Company..... | Illinois..... | June 4, 1891..... | Act of Illinois, June 30, 1885. |
| Dec. 11, 1876..... | Milwaukee, Lake Shore & Western Railway Co..... | Mich..... | June 4, 1891..... | Act of Michigan, Feb. 27, 1889. |
| Feb. 11, 1886..... | Wisconsin Northern Railway Company..... | Wisconsin..... | Sept. 10, 1897..... | General railroad law. |

The following named companies are controlled by the Chicago & North-Western Railway Company by ownership of capital stock, and no distinction is made in this report by reason of their separate incorporation:

| NAME OF COMPANY. | Where Organized. | Charter or Organization. |
|---|-----------------------|-------------------------------------|
| Dakota Central Railway Company..... | Dakota Territory..... | Organized May 7, 1870. |
| Princeton & Western Railway Company..... | Wisconsin..... | Organized Aug. 1, 1883. |
| Winona & St. Peter Railroad Company..... | Minnesota..... | Chartered by act of March 10, 1882. |
| LEASED LINE—St. Paul Eastern Grand Trunk Railway..... | Wisconsin..... | Organized Sept. 5, 1879. |

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not a reorganized company.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|--------------------------|------------------------|-----------------------------|
| David P. Kimball | Boston, Mass | June, 1900 |
| Chauncey M. Depew | New York, N. Y | June, 1900 |
| Samuel F. Barger | New York, N. Y | June, 1900 |
| Albert Keep | Lake Geneva, Wis | June, 1900 |
| M. L. Sykes | New York, N. Y | June, 1900 |
| James C. Fargo | New York, N. Y | June, 1900 |
| Oliver Ames | Boston, Mass | June, 1901 |
| Zenas Crane | Dalton, Mass | June, 1901 |
| James Stillman | New York, N. Y | June, 1901 |
| Marvin Hughitt | Chicago, Ill | June, 1901 |
| N. K. Fairbank | Chicago, Ill | June, 1901 |
| Byron L. Smith | Chicago, Ill | June, 1902 |
| Cyrus H. McCormick | Chicago, Ill | June, 1902 |
| F. W. Vanderbilt | New York, N. Y | June, 1902 |
| W. K. Vanderbilt | New York, N. Y | June, 1902 |
| H. M. K. Twombly | New York, N. Y | June, 1902 |
| John I. Blair | Blairstown, N. J | June, 1902 |

Total number of stockholders at date of last election? 4,694.

Date of last meeting of stockholders for election of directors? June 1, 1899.

Give postoffice address of general office? Chicago and New York.

Give postoffice address of operating office? Chicago, Illinois.

Give name and address of officer to whom correspondence regarding this report should be addressed? J. B. Redfield, auditor, Chicago, Ill.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------------------|-----------------------------|-----------------------|
| Chairman of the board | Albert Keep | Chicago, Ill. |
| President | Marvin Hughitt | Chicago, Ill. |
| First Vice-president | Martin L. Sykes | New York, N. Y. |
| Second Vice-president | Marshall M. Kirkman | Chicago, Ill. |
| Third Vice-president | Hiram R. McCullough | Chicago, Ill. |
| Secretary | Martin L. Sykes | New York, N. Y. |
| Treasurer | S. O. Howe | New York, N. Y. |
| General counsel | Lloyd W. Bowers | Chicago, Ill. |
| Auditor | J. B. Redfield | Chicago, Ill. |
| General manager | John M. Whitman | Chicago, Ill. |
| Chief engineer | John E. Blunt | Chicago, Ill. |
| General superintendent | Sherburne Sanborn | Chicago, Ill. |
| Asst. gen. superintendent | William A. Gardner | Chicago, Ill. |
| Division supt. .. | } Minnesota Lines. { | W. D. Cantillon |
| Division supt. .. | | |
| Supt. of telegraph | George H. Thayer | Chicago, Ill. |
| Traffic manager | Hiram R. McCullough | Chicago, Ill. |
| General freight agent | Marvin Hughitt, Jr. | Chicago, Ill. |
| General passenger agent | Warren B. Kniskern | Chicago, Ill. |
| General ticket agent | Warren B. Kniskern | Chicago, Ill. |
| General baggage agent | Nathaniel A. Phillips | Chicago, Ill. |
| Land commissioner | J. F. Cleveland | Chicago, Ill. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|---|------------------|-----------------------|------------------------------------|--|
| | From. | To. | | |
| Lines chartered as or consolidated with C. & N-W. Ry. Co..... | State line..... | Winona, Minn. | .13 | ..... |
| | State line..... | Elmore, Minn..... | .34 | ..... |
| | | | | .47 |
| Proprietary Lines— | | | | |
| Winona & St. Peter R. R. Co... | Winona | South Dak. state line | 288.50 | ..... |
| | Mankato Jct..... | Mankato | 3.75 | ..... |
| | Sleepy Eye | Redwood Falls..... | 24.40 | ..... |
| | Rochester | Zumbrota..... | 24.48 | ..... |
| | Eyota | Plainview..... | 15.01 | ..... |
| | Eyota | Chatfield..... | 11.46 | ..... |
| | Tracy..... | South Dak. state line | 46.40 | ..... |
| | | | | 414.00 |
| Total..... | | | | 414.47 |

(Page 9.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:
1. Railroad line represented by capital stock:

a. Main line.
 b. Branches and spurs.
 2. Proprietary companies whose entire capital stock is owned by this [company].

3. Line operated under lease for specified sum.

4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

Miles of Complete Road June 30, 1899—Lines Chartered as or Consolidated with Chicago & North-Western Ry. Co.

| DESTINATION. | Total. | Illinois. | Iowa. | Wisconsin. | Michigan. | Minnesota. | South Dakota. | North Dakota. | Nebraska. |
|---|--------|-----------|--------|------------|-----------|------------|---------------|---------------|-----------|
| Chicago to Council Bluffs..... | 491.00 | 197.86 | 553.12 | | | | | | |
| Chicago to Freeport..... | 121.00 | 121.00 | | | | | | | |
| Geneva to Aurora..... | 9.40 | 9.40 | | | | | | | |
| Geneva to St. Charles..... | 2.40 | 2.40 | | | | | | | |
| Sycamore to Cortland..... | 4.64 | 4.64 | | | | | | | |
| Elgin to Williams Bay..... | 51.04 | 35.82 | | 15.22 | | | | | |
| Belvidere to Spring Valley..... | 75.78 | 75.78 | | | | | | | |
| South Branch Junction to river (Chicago)..... | 4.50 | 4.50 | | | | | | | |
| Clinton to Anamosa (quarry)..... | 73.57 | | 73.57 | | | | | | |
| Stanwood to Tipton..... | 8.50 | | 8.50 | | | | | | |
| Out-off near Cedar Rapids..... | 5.98 | | 5.98 | | | | | | |
| Des Moines to Jewell Junction..... | 59.09 | | 59.09 | | | | | | |
| Tama to Elmore..... | 164.53 | | 164.23 | | | | | | |
| Jewell Junction to Wall Lake Junction..... | 73.68 | | 73.68 | | | | | | |
| Eagle Grove to Hayward..... | 145.20 | | 145.20 | | | | | | |
| Belle Plaine to Muchakinock..... | 64.00 | | 64.00 | | | | | | |
| Boone to Coal Banks..... | 8.25 | | 8.25 | | | | | | |
| Maple River Junction to Onawa..... | 80.85 | | 80.85 | | | | | | |
| Wall Lake to Morille..... | 79.87 | | 79.87 | | | | | | |
| Onawa to Kirkman..... | 84.81 | | 84.81 | | | | | | |
| Manning to Audubon..... | 17.00 | | 17.00 | | | | | | |
| Chicago to Fort Howard..... | 242.20 | 69.73 | | 172.47 | | | | | |
| Appleton Water Power Extension..... | 8.63 | | | 8.63 | | | | | |
| Koshota to Rockford..... | 72.10 | 44.05 | | 28.07 | | | | | |
| Chicago to Montrose..... | 5.20 | 5.20 | | | | | | | |
| Montrose to North Evanston..... | 7.60 | 7.60 | | | | | | | |
| Chicago to Milwaukee..... | 95.00 | 44.00 | | 40.40 | | | | | |
| Milwaukee to Fond du Lac..... | 62.63 | | | 62.63 | | | | | |
| Sheboygan to Princeton..... | 78.40 | | | 78.40 | | | | | |
| Milwaukee to Montfort..... | 140.88 | | | 140.88 | | | | | |
| Montfort to Galena..... | 46.84 | 10.30 | | 36.04 | | | | | |
| Montfort to Woodman..... | 80.50 | | | 80.50 | | | | | |

PROPERTY OPERATED—Continued.

(Page 9.)

| DESTINATION. | Total. | Illinois. | Iowa. | Wisconsin. | Michigan. | Minnesota. | South Dakota. | North Dakota. | Nebraska. |
|--|----------|-----------|----------|------------|-----------|------------|---------------|---------------|-----------|
| Ipswich to Plattville. | 4.00 | | | 4.00 | | | | | |
| Lancaster Junction to Lancaster. | 12.04 | | | 12.04 | | | | | |
| Janesville to Afton. | 6.10 | | | 6.10 | | | | | |
| Belvidere to Winona. | 227.00 | 21.00 | | 206.87 | | .13 | | | |
| Winona Junction to La Crosse. | 3.96 | | | 3.96 | | | | | |
| Trempealeau to Galesville. | 6.71 | | | 6.71 | | | | | |
| Evansville to Janesville. | 15.68 | | | 15.68 | | | | | |
| Fort Howard to Republic. | 202.64 | | | 202.64 | | | | | |
| Clowrie to Michigamme. | 10.44 | | | 10.44 | | | | | |
| Wabie to Champion. | 1.23 | | | 1.23 | | | | | |
| Powers to Watersmeet. | 104.83 | | | 13.73 | 90.60 | | | | |
| Stager to Crystal Falls. | 9.10 | | | 9.10 | | | | | |
| Naranta to Metropolitan. | 84.86 | | | 84.86 | | | | | |
| Branches to mines off main line. | 42.27 | | | 42.27 | | | | | |
| Branches to mines off E. & L. S. Line. | 8.44 | | | 8.44 | | | | | |
| Branches to mines off Menominee River Line. | 86.13 | | | 4.71 | 81.42 | | | | |
| Branches to mines Crystal Falls to Hemlock Mine. | 15.00 | | | | 15.00 | | | | |
| Branches to mines of Ashland Division. | 34.22 | | | 4.89 | 20.92 | | | | |
| Branches to industries of Ashland Division. | 21.44 | | | 319.24 | 52 | | | | |
| Lake Shore Junction to Ashland, Wis. | 88.13 | | | 88.11 | 68.89 | | | | |
| Monico Junction to Hurley, Wis. | 8.11 | | | 8.11 | | | | | |
| Two Rivers Junction to Two Rivers, Wis. | 6.35 | | | 6.35 | | | | | |
| Hortonville to Oshkosh, Wis. | 28.10 | | | 28.10 | | | | | |
| Eland Junction to Marshfield, Wis. | 63.87 | | | 63.87 | | | | | |
| North of Antigo to East Bryant Switch. | 7.27 | | | 7.27 | | | | | |
| Pratt Junction to Harrison. | 17.85 | | | 17.85 | | | | | |
| Parrish Junction to Parrish. | 4.54 | | | 4.54 | | | | | |
| Watersmeet to Choate. | 22.82 | | | | 22.82 | | | | |
| Interior Junction to Interior. | 1.61 | | | | 1.61 | | | | |
| Craigsmere to Robbins. | 8.47 | | | | 8.47 | | | | |
| Hurley to end of track. | 12.97 | | | 12.97 | | | | | |
| Potato River Junction to end of track. | 2.60 | | | 2.60 | | | | | |
| Extension through section 34. | 1.84 | | | 1.84 | | | | | |
| Northern Junction to Wabeno. | 46.11 | | | 46.11 | | | | | |
| Total C. & N-W. Ry. (chartered or consolidated). | 3,823.40 | 568.97 | 1,169.12 | 1,549.65 | 521.10 | .47 | | | |

PROPERTY OPERATED—Continued.

| DESTINATION. | Total. | Illinois. | Iowa. | Wisconsin. | Michigan. | Minnesota. | South Dakota. | North Dakota. | Nebraska. |
|---|----------|-----------|----------|------------|-----------|------------|---------------|---------------|-----------|
| PROPRIETARY LINES, VIZ.: | | | | | | | | | |
| Princeton & Western Ry. | 16.06 | | | 16.06 | | | | | |
| Valley Junction to Needah | | | | | | | | | |
| Winona & St. Peter R. R. | 448.48 | | | | | 288.50 | 34.48 | | |
| Winona to Watertown. | | | | | | 3.75 | | | |
| Mankato Junction to Mankato | | | | | | 24.40 | | | |
| Sleepy Eye to Redwood Falls. | | | | | | 24.48 | | | |
| Rochester to Zumbrota. | | | | | | 15.01 | | | |
| Eyota to Plainview | | | | | | 11.46 | | | |
| Eyota to Chatfield | | | | | | 46.40 | | | |
| Tracy to Dakota line. | | | | | | | | | |
| Dakota Central Ry. | 723.83 | | | | | | | | |
| Minnesota State line to Pierre. | | | | | | | 300.11 | | |
| James Valley Junction to Oakes. | | | | | | | 117.67 | 14.28 | |
| Watertown Junction to Watertown | | | | | | | 43.83 | | |
| Watertown to Gettysburg. | | | | | | | 146.25 | | |
| Iroquois to Hawarden (state line). | | | | | | | 125.49 | | |
| Centerville to Yankton | | | | | | | 28.46 | | |
| Doland to Groton. | | | | | | | 38.84 | | |
| Total. | 1,188.47 | | | 16.06 | | 414.00 | 744.13 | 14.28 | |
| LEASED LINES, VIZ.: | | | | | | | | | |
| St. Paul Eastern Grand Trunk Ry. | 60.02 | | | 56.00 | | | | | |
| Clintonville to Oconto. | | | | 4.02 | | | | | |
| Spurs. | | | | | | | | | |
| Total. | 60.02 | | | 60.02 | | | | | |
| RECAPITULATION. | | | | | | | | | |
| C. & N-W. Ry. (chartered or consolidated) | 3,828.40 | 588.97 | 1,163.12 | 1,549.65 | 521.19 | .47 | | | |
| Proprietary lines. | 1,188.47 | | | 16.06 | | 414.00 | 744.13 | 14.28 | |
| Leased lines. | 60.02 | | | 60.02 | | | | | |
| Total. | 5,076.89 | 588.97 | 1,163.12 | 1,625.73 | 521.19 | 414.47 | 744.13 | 14.28 | |
| Add operated under trackage rights, Council Bluffs (Broadway) to South Omaha. | 8.73 | | 3.07 | | | | | | 5.06 |
| Grand total. | 5,085.62 | 588.97 | 1,166.19 | 1,625.73 | 521.19 | 414.47 | 744.13 | 14.28 | 5.06 |

(Page 11.)

PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of which Affect the General Balance Sheet—Pages 49 and 51.

| NAME. | Character of Business. | Title. (Owned, Leased, etc.) | State or Territory. |
|---------------------------|---|---------------------------------|--|
| Western Town Lot Co. | Establishing towns and selling town lots. | Ownership of stock. | La., Minn., N. and S. Dak. & Wis. Neb., S. Dak. and Wyo. |
| Pioneer Town Site Co. | | Ownership of stock. | |
| Minnesota Land Grant | Selling lands..... | Owned by Proprietary Co. | Minn. and S. Dak. |
| Wisconsin Land Grant | | Owned | |
| Michigan Land Grant... | Mining and selling coal..... | Owned | Michigan. |
| Consolidation Coal Co.... | | Ownership of stock. | |
| | | | Iowa. |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|---|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|----------------|
| | | | | | Rate. | Amount. |
| Capital stock and scrip C. & N. W. Ry. Co., common, including \$2,888,688.06 owned by company | 414,488 | \$100.00 | Not fixed. | \$41,448,965.97 | 5 | \$1,955,620.00 |
| Capital stock and scrip C. & N. W. Ry. Co., preferred, including \$3,794.56 owned by company | 228,969 | 100.00 | " " | 22,398,954.56 | 7 | 1,567,650.00 |
| Capital stock of Proprietary Companies whose operations, etc., are embraced in this report..... | 26,450 | 100.00 | " " | 2,645,000.00 | ..... | ..... |
| Total..... | 664,928 | ..... | ..... | \$66,492,920.53 | ..... | \$3,523,270.00 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstand'g. | Total Cash Realized. |
|--|--------------------------------------|---|--|----------------------|
| Issued for cash, 1865-1869, preferred | | | 86,400 | \$2,911,466.14 |
| Issued by proprietary companies for account of construction, common..... | 275 | | 26,450 | |
| Issued for properties acquired | | | 395,278 | |
| { common | | | 110,999 | |
| { preferred..... | | | 5,975 | |
| Issued for retiring bonds..... | 280 | | 52,605 | |
| { common..... | | | 13,232 | |
| Issued in 1867 and 1868 for dividends in lieu of income used for construct'n | | | 24,066 | |
| { preferred..... | | | | |
| Total..... | 835 | | 664,928 | \$2,911,466.14 |

(Page 19.) FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|---|----------------|---------------|-----------------------------|-----------------|---------------------|---------------------------------|---------------|----------------------------------|-------------------------------|----------------|
| | Date of Issue. | When Due. | | | | | When Payable. | Amounts Accrued During the Year. | Amounts Paid During the Year. | |
| | | | | | | | | | | |
| MORTGAGE BONDS. | | | | | | | | | | |
| Peninsula Railroad, first mortgage..... | July 1, 1893 | Sept. 1, 1898 | \$1,200,000.00 | \$1,200,000.00 | | | 7 | Mar. 1-Sept. 1 | \$1,248.32 | \$175.00 |
| Iowa Midland Ry., first mortgage..... | Aug. 1, 1870 | Oct. 1, 1900 | 1,350,000.00 | 1,350,000.00 | \$891,000.00 | | 8 | Jan. 1-Oct. 1 | 85,240.00 | 87,080.00 |
| Escanaba & Lake Sup. Ry., first mortgage..... | July 1, 1881 | July 1, 1901 | 720,000.00 | 720,000.00 | 385,000.00 | | 8 | Jan. 1-July 1 | 25,240.00 | 27,300.00 |
| C. & N-W. Ry., first mortgage (Iowa div.) | April 1, 1891 | April 1, 1902 | 1,411,000.00 | 1,411,000.00 | 938,000.00 | \$1,404,070.95 | 4 1/2 | April 1-Oct. 1 | 36,607.50 | 36,135.00 |
| C. & N-W. Ry. general consolidated gold | Nov. 30, 1872 | Dec. 1, 1902 | 48,000,000.00 | 13,651,000.00 | 9,303,000.00 | 12,317,979.13 | 4 1/2 | June 1-Dec. 1 | 706,807.50 | 710,710.00 |
| Milwaukee & Madison Ry., first mortgage | Sept. 1, 1880 | Sept. 1, 1905 | 1,600,000.00 | 1,600,000.00 | 1,600,000.00 | | 6 | Mar. 1-Sept. 1 | 91,680.00 | 96,090.00 |
| Chicago & Tomah R. R., first mortgage | Sept. 1, 1880 | Nov. 1, 1905 | 1,528,000.00 | 1,528,000.00 | 1,528,000.00 | | 6 | May 1-Nov. 1 | 91,680.00 | 92,370.00 |
| C. M. & N-W. Ry., construction | May 1, 1882 | Nov. 1, 1905 | 750,000.00 | 750,000.00 | 750,000.00 | | 6 | May 1-Nov. 1 | 45,000.00 | 44,940.00 |
| Menominee River R. R., first mortgage | July 1, 1876 | July 1, 1906 | 400,000.00 | 400,000.00 | 400,000.00 | | 7 | Jan. 1-July 1 | 25,000.00 | 27,825.00 |
| Menominee River R. R., ext. 1st mortgage | Jan. 1, 1880 | July 1, 1906 | 160,000.00 | 160,000.00 | 160,000.00 | | 7 | Jan. 1-July 1 | 11,200.00 | 11,200.00 |
| Des Moines & Minn. R. R., 1st mortgage | Feb. 1, 1882 | Feb. 1, 1907 | 600,000.00 | 600,000.00 | 600,000.00 | | 7 | Feb. 1-Aug. 1 | 42,000.00 | 42,210.00 |
| Dak. Cen. Ry., 1st mtg. (W. & St. P. con.) | May 1, 1882 | Sept. 1, 1907 | 1,065,000.00 | 1,065,000.00 | 1,065,000.00 | 1,071,300.00 | 6 | Mar. 1-Sept. 1 | 65,900.00 | 68,900.00 |
| W. & St. P. R. R., 2d (now 1st) mortgage | Nov. 1, 1897 | Nov. 1, 1907 | 1,800,000.00 | 1,800,000.00 | 1,592,000.00 | 1,490,240.00 | 7 | May 1-Nov. 1 | 111,235.00 | 111,235.00 |
| Dak. Cen. Ry., 1st mortgage (S. S. div.) | Nov. 1, 1882 | Nov. 1, 1907 | 2,000,000.00 | 2,000,000.00 | 2,000,000.00 | 2,012,000.00 | 6 | Mar. 1-Sept. 1 | 120,000.00 | 120,000.00 |
| Rochester & N. Minn. Ry., 1st mortgage | Sept. 1, 1878 | Sept. 1, 1908 | 200,000.00 | 200,000.00 | 200,000.00 | | 7 | Mar. 1-Sept. 1 | 14,000.00 | 14,000.00 |
| Plainview R. R., first mortgage | Sept. 1, 1878 | Sept. 1, 1908 | 100,000.00 | 100,000.00 | 100,000.00 | | 7 | Mar. 1-Sept. 1 | 7,000.00 | 7,000.00 |
| Minnesota Valley Ry., first mortgage | Oct. 1, 1878 | Oct. 1, 1908 | 150,000.00 | 150,000.00 | 150,000.00 | | 7 | April 1-Oct. 1 | 10,500.00 | 10,500.00 |
| O. C. F. & St. P. Ry., first mortgage | Mar. 1, 1884 | Mar. 1, 1909 | 1,600,000.00 | 1,600,000.00 | 1,600,000.00 | | 5 | Mar. 1-Sept. 1 | 80,000.00 | 80,000.00 |
| C. R. & M. R. R., mortgage of 1884 | June 1, 1885 | June 1, 1909 | 789,000.00 | 789,000.00 | 789,000.00 | | 5 | June 1-Dec. 1 | 53,830.00 | 54,180.00 |
| Northern Illinois Ry., first mortgage | April 1, 1885 | Mar. 1, 1910 | 1,600,000.00 | 1,500,000.00 | 1,500,000.00 | | 5 | Mar. 1-Sept. 1 | 75,000.00 | 75,050.00 |
| Madison Ext., first mtg. sinking fund | April 1, 1871 | April 1, 1911 | 3,150,000.00 | 3,150,000.00 | 3,150,000.00 | 2,788,429.92 | 7 | April 1-Oct. 1 | 220,500.00 | 219,730.00 |
| Menominee Ext., 1st mtg. sinking fund | June 1, 1871 | June 1, 1911 | 2,700,000.00 | 2,700,000.00 | 2,697,000.00 | | 7 | June 1-Dec. 1 | 188,700.00 | 191,502.50 |
| C. & N-W. Ry., consolidated sinking fund currency | June 6, 1865 | Feb. 1, 1915 | 12,000,000.00 | 12,882,000.00 | 12,882,000.00 | | 7 | Feb. 1-May 1 | 808,240.00 | 900,882.50 |
| C. R. & M. R. R., 3d div. 1st mtg. | May 1, 1896 | May 1, 1916 | 2,500,000.00 | 2,382,000.00 | 2,382,000.00 | | 7 | Aug. 1-Nov. 1 | 163,240.00 | 162,942.50 |
| W. & St. P. R. R., ext. west. div. 1st mtg. | Dec. 1, 1871 | Dec. 1, 1916 | 4,375,000.00 | 4,375,000.00 | 4,241,000.00 | | 7 | June 1-Dec. 1 | 296,870.00 | 300,772.50 |
| N-W. Union Ry., first mortgage | June 1, 1872 | June 1, 1917 | 3,500,000.00 | 3,500,000.00 | 3,500,000.00 | 3,857,500.00 | 7 | Mar. 1-Sept. 1 | 245,000.00 | 244,737.50 |
| M. L. S. & W. Ry., con. 1st mortgage | May 1, 1881 | May 1, 1921 | 5,000,000.00 | 5,000,000.00 | 5,000,000.00 | | 6 | May 1-Nov. 1 | 300,000.00 | 297,900.00 |
| M. L. S. & W. Ry., Marsh'd Ext., 1st mtg. | June 20, 1884 | Oct. 1, 1922 | 600,000.00 | 600,000.00 | 600,000.00 | | 5 | April 1-Oct. 1 | 20,000.00 | 20,000.00 |
| M. L. S. & W. Ry., 1st mtg. (Mich. div.) | June 20, 1884 | July 1, 1924 | 1,281,000.00 | 1,281,000.00 | 1,281,000.00 | | 6 | Jan. 1-July 1 | 76,880.00 | 77,130.00 |
| M. L. S. & W. Ry., 1st mtg. (Ash'd div.) | Mar. 1, 1888 | Mar. 1, 1925 | 1,000,000.00 | 1,000,000.00 | 1,000,000.00 | | 6 | Mar. 1-Sept. 1 | 60,000.00 | 59,970.00 |
| M. L. S. & W. Ry., ext. & imp. skg. fd. mtg. | Feb. 1, 1888 | Feb. 1, 1925 | 5,000,000.00 | 4,564,000.00 | 4,188,000.00 | | 5 | Feb. 1-Aug. 1 | 207,400.00 | 206,425.00 |
| Wisconsin Northern Ry., 1st mortgage | July 15, 1886 | July 15, 1931 | 1,725,000.00 | 690,000.00 | 4,188,000.00 | 690,000.00 | 4 | Jan. 15-Jul. 15 | 17,600.00 | 17,600.00 |
| C. & N-W. Ry. gen. mtg. gold of 1887... | Nov. 1, 1887 | Nov. 1, 1987 | 165,000,000.00 | 9,589,000.00 | 9,589,000.00 | 9,589,000.00 | 3 1/2 | Feb. 1-May 1 } Ag. 1-Nv. 1 } | 265,155.63 | 252,164.79 |
| | | | | \$84,137,000.00 | \$76,111,000.00 | | | | \$4,062,112.31 | \$4,062,362.29 |

(Page 19.)

FUNDED DEBT—Continued.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | | |
|---|----------------|---------------|--------------------------------|------------------|---------------------|---------------------------------|-----------|-----------------|----------------------------------|-------------------------------|------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amounts Accrued During the Year. | Amounts Paid During the Year. | |
| MISCELLANEOUS OBLIGATIONS. | | | | | | | | | | | |
| C. & N.W. Ry., sinking fd. of 1879-96.... | Oct. 1, 1879 | Oct. 1, 1920 | } \$15,000,000 } 20,000,000 | { \$6,440,000.00 | \$6,069,000.00 | \$6,353,501.67 | 6 | April 1-Oct. 1 | \$391,350.00 | \$391,500.00 | |
| C. & N.W. Ry., sinking fd. of 1879-96.... | Oct. 1, 1879 | Oct. 1, 1920 | | { 8,500,000.00 | * 7,197,000.00 | 8,100,675.00 | 5 | April 1-Oct. 1 | 337,062.49 | 350,175.00 | |
| C. & N.W. Ry., extension of 1880..... | Apr. 15, 1886 | Aug. 15, 1926 | | } 18,632,000.00 | { 5,397,000.00 | { 17,605,850.31 | } | 4 | Feb. 15-Aug. 15 | 529,400.00 | 744,300.00 |
| C. & N.W. Ry., extension of 1886..... | Apr. 15, 1886 | Aug. 15, 1926 |  |  |  |  |  |  |  |  |  | { $33,632,000.00 | $31,808,000.00 | $1,463,692.49 | $1,462,465.00 |
| INCOME BONDS. | | | | | | | | | | | |
| M., L. S. & W., income bonds..... | May 2, 1881 | May 1, 1911 | 500,000 | \$500,000.00 | \$500,000.00 | 1..... | 6 | May 1-Nov. 1 | \$30,000.00 | \$29,460.00 | |
| DEBENTURE BONDS. | | | | | | | | | | | |
| M., L. S. & W. Ry., 20 year con. debent. | Feb. 1, 1887 | Feb. 1, 1907 | 2,000,000 | \$2,000,000.00 | \$496,000.00 | 1..... | 5 | Feb. 1-Aug. 1 | \$21,800.00 | \$21,800.00 | |
| C. & N.W. Ry., 25 year debent. of 1909.. | July 1, 1884 | Nov. 1, 1909 | 6,000,000 | 6,000,000.00 | 5,900,000.00 | 5,732,550.83 | 5 | May 1-Nov. 1 | 294,500.00 | 235,175.00 | |
| C. & N.W. Ry., 30 year debentures..... | Feb. 28, 1891 | Apr. 15, 1921 | 10,000,000 | 10,000,000.00 | 10,000,000.00 | 10,063,462.50 | 5 | Apr. 15-Oct. 15 | 500,000.00 | 500,400.00 | |
| C. & N.W. Ry., skg. fd. debent. of 1893.. | May 1, 1883 | May 1, 1893 | 10,000,000 | 10,000,000.00 | 9,800,000.00 | 9,150,000.00 | 5 | May 1-Nov. 1 | 490,000.00 | 495,525.00 | |
| * .. | | | | | | | | | | | |
| Total mortgage bonds..... | | | | \$84,137,000.00 | \$73,111,000.00 | | | | \$1,306,900.00 | \$1,312,900.00 | |
| Total miscellaneous obligations..... | | | | 33,632,000.00 | 31,808,000.00 | | | | \$4,692,112.31 | \$4,692,392.29 | |
| Total income bonds..... | | | | 500,000.00 | 500,000.00 | | | | 1,463,692.49 | 1,462,465.00 | |
| Total debenture bonds..... | | | | 28,000,000.00 | 26,136,000.00 | | | | 30,000.00 | 29,460.00 | |
| Grand total..... | | | | \$146,299,000.00 | \$134,645,000.00 | | | | 1,306,900.00 | 1,312,900.00 | |

Interest paid during the year on bonds that matured July 1, 1898.

Less interest collected on bonds deposited with the trustee in place of bonds issued by the C. & N-W. Ry. Co. (the interest on which latter is included in the above).

Total.....

* These bonds retained in place of first mortgage bonds of roads, the accounts of which are included in this report. † These bonds were issued in place of first mortgage bonds of roads, the accounts of which are not included in this report. ‡ These bonds were assumed by the C. & N-W. Ry. Co. when it acquired the roads named. § These bonds were assumed by the W. & St. P. R. Co. when it acquired the roads named. || Issued partly for cash and partly for construction. ¶ Issued partly for cash and partly for other bonds.

RECAPITULATION OF FUNDED DEBT.

(Page 28.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|-------------------------|-------------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | \$84,137,000.00 | \$76,111,000.00 | \$4,682,112.81 | \$4,719,792.29 |
| Miscellaneous obligations—page 19..... | 33,682,000.00 | 31,888,000.00 | 984,282.49 | 983,265.00 |
| Debenture bonds—page 19..... | 28,000,000.00 | 29,136,000.00 | 1,306,300.00 | 1,312,900.00 |
| Income bonds—page 19..... | 500,000.00 | 500,000.00 | 30,000.00 | 29,400.00 |
| Total..... | \$146,289,000.00 | \$134,645,000.00 | \$6,982,704.80 | \$6,995,417.29 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|-----------------------|---|-----------------------|
| Cash..... | \$4,056,419.89 | Audited vouchers and accounts..... | \$1,559,283.75 |
| Bills receivable..... | 139,216.53 | Wages and salaries..... | 1,621,740.59 |
| Due from agents, conductors and paymasters..... | 2,154,650.80 | Net trade balances due to other companies..... | 253,191.98 |
| Due from solvent companies and individuals..... | 276,340.68 | Dividends not called for..... | 10,822.75 |
| Due from United States Government..... | 394,173.63 | Matured interest coupons unpaid (including coupons due July 1)..... | 238,735.52 |
| | | Rents due July 1 (Albany R. R. bridge)..... | 6,000.00 |
| | | Miscellaneous..... | 30,750.00 |
| | | Dividends declared payable July 6, 1899..... | 1,369,722.50 |
| Total cash and current assets..... | \$6,990,801.53 | Total current liabilities..... | \$5,090,197.01 |
| Total..... | \$6,990,801.53 | Balance cash assets..... | 1,900,604.52 |
| | | Total..... | \$6,990,801.53 |

Materials and supplies on hand, \$1,786,674.06. (See general balance sheet—page 49.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report (including Proprietary Companies whose Operations are Embraced in this Report).

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---|---------------------------|------------------|----------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17 | \$86,427,320.53 | \$86,427,320.53 | \$95,000.00 | 5,016.87 | \$13,240.79 |
| Bonds—page 19 (grand total) | 134,645,000.00 | 134,645,000.00 | ..... | 5,016.87 | 26,888.44 |
| Equipment trust obligations—page 21 ..... | ..... | ..... | ..... | ..... | ..... |
| Total | \$201,137,320.53 | \$201,072,320.53 | \$95,000.00 | 5,016.87 | \$40,079.23 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|-----------------|------------------|------------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Chicago & North-Western Ry. Co. and Proprietary Companies whose operations are included in Income Account, page 31..... | \$86,427,320.53 | \$134,645,000.00 | \$201,072,320.53 | 5,016.87 | \$40,079.00 |
| St. Paul Eastern Grand Trunk Ry | 1,100,000.00 | 1,120,000.00 | 2,220,000.00 | 60.02 | \$6,988.00 |
| Grand total | \$87,527,320.53 | \$135,765,000.00 | \$223,292,320.53 | 5,076.89 | \$40,042.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898.* | Total Cost to June 30, 1899.* | Cost Per Mile.* |
|---|---|-------------------------------------|-------------------------------------|--------------------|
| CONSTRUCTION— | | | | |
| Engineering..... | \$112,253.16 | | | |
| Right of way and station grounds..... | 502,506.81 | | | |
| Grading..... | 707,614.06 | | | |
| Bridges trestles and culverts..... | 546,996.65 | | | |
| Ties..... | 166,649.49 | | | |
| Rails..... | 243,540.13 | | | |
| Track fastenings..... | 75,050.82 | | | |
| Frogs and switches..... | 27,694.94 | | | |
| Ballast..... | 222,264.26 | | | |
| Tracklaying and surfacing..... | 225,360.73 | | | |
| Fencing right of way..... | 12,156.09 | | | |
| Crossings, cattle guards and signs..... | 9,394.22 | | | |
| Interlocking or signal apparatus..... | 10,045.97 | | | |
| Station buildings and fixtures..... | 161,815.80 | | | |
| Shops, roundhouses and turntables..... | 9,803.41 | | | |
| Shop machinery and tools..... | 8,602.20 | | | |
| Water stations..... | 23,017.74 | | | |
| Fuel stations..... | 4,415.20 | | | |
| Storage warehouses..... | 24,933.77 | | | |
| Docks and wharves..... | 1,025.88 | | | |
| Miscellaneous structures..... | 4,947.61 | | | |
| Track elevation..... | 1,011,530.55 | | | |
| Interest and discount..... | 59,115.00 | | | |
| General expenses..... | 77,487.19 | | | |
| Total construction..... | \$4,248,221.68 | | | |
| EQUIPMENT— | | | | |
| Sleeping, parlor and dining cars..... | \$31,525.86 | | | |
| Baggage, express and postal cars..... | 25,443.23 | | | |
| Combination cars..... | 16,528.00 | | | |
| Freight cars..... | 638,985.89 | | | |
| Other cars of all classes..... | 18,165.61 | | | |
| Total equipment..... | \$730,648.59 | | | |
| Total construction—page 27..... | 4,248,221.68 | | | |
| Grand total cost construction, equipment, etc..... | \$4,978,870.27 | \$178,316,351.34 | \$183,295,221.61 | |
| Less.—Written off to credit of cost of road, as shown on page 28..... | | | 5,133,000.00 | |
| | | | \$178,162,221.61 | \$35,512.62 |
| Total cost construction, equip- ment, etc.—Minnesota..... | 411,330.64 | 14,731,651.03 | \$14,718,917.57 | 35,512.62 |

INCLUDED IN OPERATING EXPENSES—On the old and more complete parts of the road petty expenditures for construction amounting to less than \$250.00 each are charged to operating expenses. No record kept of these amounts.

*Details cannot be given.

(Page 28.)

EXPLANATORY REMARKS.

| | |
|--|----------------|
| Amounts written off to credit of "Cost of Road," viz.: | |
| Amount of bonds issued for construction purposes redeemed and retired during the year with sinking fund installments which, when paid, were charged to income account..... | \$133,000.00 |
| Amount of surplus expended during this and previous years for construction purposes, and not now available, written off to "Cost of Road"..... | 5,000,000.00 |
| Total written off to credit of cost of road..... | \$5,133,000.00 |

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|-----------------|-----------------|
| Gross earnings from operation—page 35..... | \$39,054,953.19 | |
| Less operating expenses—page 45..... | 24,300,395.04 | |
| Income from operation..... | | \$14,694,558.15 |
| Dividends on stocks owned—page 37..... | \$1,249,689.00 | |
| Miscellaneous income—less expenses—page 41..... | 127,869.48 | |
| Income from other sources..... | | 1,377,558.48 |
| Total income..... | | \$16,072,116.63 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$6,982,704.80 | |
| Rents paid for lease of road—page 47, A..... | 21,319.52 | |
| Taxes..... | 1,182,516.48 | |
| Other deductions..... | 417,198.55 | |
| Total deductions from income..... | | 8,553,739.35 |
| Net income..... | | \$7,518,377.28 |
| Dividends, 5 per cent, common stock—page 17..... | \$1,955,620.00 | |
| Dividends, 7 per cent, preferred stock—page 17..... | 1,567,650.00 | |
| Total..... | | \$3,523,270.00 |
| Surplus from operations of year ending June 30, 1899..... | | \$3,995,107.28 |
| Surplus on June 30, 1898 (from general balance sheet, 1898 report) | | 6,377,325.55 |
| | | \$10,372,432.83 |
| Deductions for year, surplus expended during several years for construction purposes and not available, written off to credit of cost of road..... | | 5,000,000.00 |
| Surplus on June 30, 1899 (for entry on gen. balance sheet, page 51) | | \$5,372,432.83 |

(Page 30.)

EXPLANATORY REMARKS.

| | | |
|--|--------------|--------------|
| "Other Deductions," per page 31, are as follows: | | |
| Sinking fund..... | \$202,000.00 | |
| Guaranteed interest on St. P. & G. T. Ry. bonds..... | 29,760.48 | |
| Interest paid in advance of maturity on bonds taken up and funded into C. & N-W. Ry. 3½ per cent general mortgage gold bonds of 1887..... | 185,438.07 | |
| Total..... | | \$417,198.55 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$426,610.54 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$2,722.49 | |
| Excess fares refunded..... | | 19,250.99 | |
| Total deductions..... | | \$21,973.48 | |
| Total passenger revenue..... | | | \$404,637.06 |
| Mail..... | | | 47,336.88 |
| Express..... | | | 18,084.00 |
| Extra baggage and storage..... | | | 9,674.95 |
| Other items (train and station privileges)..... | | | 430.08 |
| Total passenger earnings..... | | | \$480,162.47 |
| FREIGHT— | | | |
| Freight revenue..... | \$2,013,356.97 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$17,183.43 | |
| Other repayments..... | | 6,779.38 | |
| Total deductions..... | | \$23,962.81 | |
| Total freight revenue..... | | | 1,989,394.16 |
| Other items (storage and demurrage, freight)..... | \$231.60 | \$39.00 | 192.60 |
| Total freight earnings..... | | | \$1,989,586.76 |
| Total passenger and freight earnings..... | | | \$2,469,749.23 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Rents from tracks, yards and terminals—page 41..... | | | 915.90 |
| Rents not otherwise provided for..... | 4,327.50 | 80.00 | 4,247.50 |
| Other sources..... | | | 47.50 |
| Total other earnings..... | | | \$5,210.90 |
| Total gross earnings from operation—Minnesota..... | | | \$2,474,960.13 |
| Total gross earnings from operation—entire line..... | | | \$9,054,953.19 |

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STOCKS OWNED.

A. Railway Stocks.

| NAME. | Total Par Value. | Rate, Per Cent. | Income or Dividend Received. | Valuation. |
|--|------------------------|-----------------|------------------------------|------------|
| Stocks of Other Companies— | | | | |
| Com. stock O., St. P., M. & O. Ry. Co. | \$9,320,000.00 | 8½ | \$828,200.00 | ..... |
| Pfd. stock C., St. P., M. & O. Ry. Co. | 5,380,000.00 | 7 | 376,600.00 | ..... |
| Common stock S. C. & P. R. R. Co. | 1,898,300.00 | ..... | ..... | ..... |
| Preferred stock S. C. & P. R. R. Co. | 41,800.00 | 7 | 2,912.00 | ..... |
| F., E. & M. V. R. R. Co. | 30,370,000.00 | ..... | ..... | ..... |
| St. Paul Eastern Grand Trunk Ry. Co. | 1,069,300.00 | ..... | ..... | ..... |
| Chicago Union Transfer Ry. Co. | 80,000.00 | ..... | ..... | ..... |
| Chicago, Iowa & Dakota Ry. Co., com. | 20,000.00 | ..... | ..... | ..... |
| Chicago, Iowa & Dakota Ry. Co., pfd. | 10,000.00 | ..... | ..... | ..... |
| Stocks of C. & N.-W. Ry. Co. and proprietary companies whose accounts and operations are embraced in this report— | | | | |
| Com. st'k and scrip C. & N.-W. Ry. Co. | 2,333,688.05 | ..... | ..... | ..... |
| Pfd. st'k and scrip C. & N.-W. Ry. Co. | 3,794.56 | ..... | ..... | ..... |
| Dakota Central Ry. Co. | 260,000.00 | ..... | ..... | ..... |
| Princeton & Western Ry. Co. | 2,500.00 | ..... | ..... | ..... |
| Winona & St. Peter R. R. Co. | 2,800,000.00 | ..... | ..... | ..... |
| Consolidation Coal Co. | 15,000.00 | ..... | ..... | ..... |
| Western Town Lot Co. | 25,000.00 | ..... | ..... | ..... |
| Pioneer Town Site Co. | 25,000.00 | ..... | ..... | ..... |
| Boyer Valley Ry. Co. | 10,000.00 | ..... | ..... | ..... |
| Boone County Ry. Co. | 5,000.00 | ..... | ..... | ..... |
| Minnesota & Iowa Ry. Co. | 5,000.00 | ..... | ..... | ..... |
| Mankato & New Ulm Ry. Co. | 5,000.00 | ..... | ..... | ..... |
| Florence County Ry. Co. | 2,500.00 | ..... | ..... | ..... |
| Total | \$59,201,882.61 | ..... | \$705,712.00 | ..... |

B. Other Stocks.

| | | | | |
|----------------------------------|------------------------|-------|-----------------------|-------|
| Mo. Val. & Blair Ry. & B. Co. | \$1,980,000.00 | ..... | \$482,500.00 | ..... |
| Sioux City Bridge Co. | 472,900.00 | | 61,477.00 | |
| Total | \$2,402,900.00 | | \$548,977.00 | |
| Grand total—A and B | \$55,604,782.61 | | \$1,249,689.00 | |

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BONDS OWNED.

Railway Bonds.

| NAME. | Total Par Value. | Rate Per Cent. | Income or Interest Received. | Valuation. |
|---|------------------|----------------|------------------------------|------------|
| Bonds of Other Companies— | | | | |
| Escanaba, Iron Mt. & W., first m'tg. . . | \$1,350,000.00 | ..... | ..... | ..... |
| S. P. E. G. Trunk Ry., first mortgage. . . | 152,000.00 | ..... | ..... | ..... |
| Chicago, Iowa & Dak. Ry., first m'tg. . . | 22,000.00 | 4 | \$880.00 | ..... |
| Bonds of C. & N-W. Ry. Co.— | | | | |
| C. & N-W. Ry., 25 year deb. of 1909. . . | 10,000.00 | ..... | ..... | ..... |
| M. L. S. & W. Ry., ext. & imp., 1st m'tg. . . | 40,000.00 | ..... | ..... | ..... |
| C. & N-W. Ry., 6% S. F. of 1879. | 62,000.00 | ..... | ..... | ..... |
| C. & N-W. Ry., 5% S. F. of 1879. | 71,000.00 | ..... | ..... | ..... |
| C. & N-W. Ry., 3 1/2% gen. m'tg G.B. of 1887 | 1,000,000.00 | ..... | ..... | ..... |
| Total | \$2,707,000.00 | ..... | *\$880.00 | ..... |

*Included in income of Western Town Lot Co., whose net profits are carried direct to general balance sheet.

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|----------------------------------|-------------------------------|--|-------------|-------------|
| Tracks | Onalaska to Marshl'd. | Green Bay & W. Ry. Co. | \$8,494.84 | ..... |
| Tracks | In City of Zumbrota. | Dul., R. W. & S. Ry. Co. | 808.56 | ..... |
| Sidings in | City of Council Bluffs | C., B. & Q. R. R. Co. | 189.40 | ..... |
| Sidings in | City of Council Bluffs | C., R. I. & P. Ry. Co. | 189.40 | ..... |
| Sidings in | City of Milwaukee. | C., M. & St. P. Ry. Co. | 450.00 | ..... |
| Sidings in | City of Menominee. | C., M. & St. P. Ry. Co. | 17.40 | ..... |
| Sidings in | City of Cedar Rapids. | C., M. & St. P. Ry. Co. | 69.48 | ..... |
| Sidings in | City of Winona. | C., M. & St. P. Ry. Co. | 47.34 | ..... |
| Sidings at | De Kalb, Ill. | Chicago Gt. West. Ry. Co. | 180.00 | ..... |
| Sidings near | What Cheer, Ia. | B., C. R. & N. Ry. Co. | 29.17 | ..... |
| Sidings at | Ashland Mine, Mich. | Wisconsin Central Lines. | 145.80 | ..... |
| Sidings at Ispeming & | to sundry mine tr'ks. | Lake Sup. & Ishp. Ry. Co. | 2,000.04 | ..... |
| Total..... | ..... | ..... | ..... | \$12,681.43 |
| Bridge across the Mi | ssissippi at Clinton, Ia. | C., B. & Q. R. R. Co. | \$20,000.00 | 20,000.00 |
| Grand total..... | ..... | ..... | ..... | \$32,681.43 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|--|---------------|----------------|---------------------------|
| Interest on notes, call loans, discount on accounts payable, etc. | \$128,853.69 | \$984.21 | \$127,869.48 |
| Total carried to income account, page 31 | | | |
| Total | \$128,853.69 | \$984.21 | \$127,869.48 |

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|-----------------------|
| Repairs of roadway | \$2,611,626.93 |
| Renewals of rails..... | 800,602.72 |
| Renewals of ties..... | 459,525.18 |
| Repairs and renewals of bridges and culverts. | 527,350.86 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 172,719.57 |
| Repairs and renewals of buildings and fixtures..... | 563,089.73 |
| Repairs and renewals of docks and wharves..... | 67,633.56 |
| Repairs and renewals of telegraph | 19,977.80 |
| Stationery and printing | 20,479.01 |
| Total..... | \$4,748,006.81 |

MAINTENANCE OF EQUIPMENT.

| | |
|---|-----------------------|
| Superintendence | \$272,424.37 |
| Repairs and renewals of locomotives | 1,892,080.01 |
| Repairs and renewals of passenger cars | 558,146.30 |
| Repairs and renewals of freight cars | 2,063,386.01 |
| Repairs and renewals of work cars | 105,549.06 |
| Repairs and renewals of marine equipment | 254.23 |
| Repairs and renewals of shop machinery and tools..... | 111,074.61 |
| Stationery and printing | 27,214.91 |
| Other expenses..... | 139,553.23 |
| Total..... | \$5,159,691.72 |

CONDUCTING TRANSPORTATION.

| | |
|--|------------------------|
| Superintendence | \$158,385.57 |
| Engine and roundhouse men | 2,968,204.08 |
| Fuel for locomotives | 2,518,437.00 |
| Water supply for locomotives..... | 125,006.08 |
| Oil, tallow and waste for locomotives..... | 90,867.95 |
| Other supplies for locomotives..... | 39,236.51 |
| Train service | 2,065,737.24 |
| Train supplies and expenses..... | 340,428.42 |
| Switchmen, flagmen and watchmen..... | 971,891.99 |
| Telegraph expenses..... | 546,977.51 |
| Station service | 1,690,259.79 |
| Station supplies..... | 155,843.29 |
| Switching charges—balance..... | 199,601.72 |
| Car mileage—balance..... | 245,261.06 |
| Hire of equipment—balance..... | 6,409.82 |
| Loss and damage..... | 155,802.09 |
| Injuries to persons..... | 354,041.63 |
| Clearing wrecks..... | 22,963.38 |
| Operating marine equipment..... | 3,513.00 |
| Advertising..... | 108,835.90 |
| Outside agencies | 386,292.84 |
| Commissions..... | 699,218.51 |
| Rents for track, yards and terminals—page 47, B..... | 85,374.87 |
| Rents of buildings and other property | 15,245.96 |
| Stationery and printing | 184,236.12 |
| Total..... | \$18,682,069.20 |

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OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|---------------------|
| Salaries of general officers..... | \$146,424.98 |
| Salaries of clerks and attendants..... | 833,464.55 |
| General office expenses and supplies..... | 89,044.75 |
| Insurance..... | 2,346.39 |
| Law expenses..... | 108,670.82 |
| Stationery and printing (general offices)..... | 21,744.68 |
| Other expenses..... | 13,329.64 |
| Total..... | <u>\$775,025.81</u> |

RECAPITULATION OF EXPENSES.

| | |
|--|------------------------|
| Maintenance of way and structures..... | \$4,743,008.31 |
| Maintenance of equipment..... | 5,159,691.72 |
| Conducting transportation..... | 13,682,609.30 |
| General expenses..... | <u>775,025.81</u> |
| Grand total..... | <u>\$24,360,395.04</u> |

OPERATING EXPENSES—STATE OF MINNESOTA (PROPORTIONAL).

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$986,547.69 |
| Maintenance of equipment..... | 420,506.73 |
| Conducting transportation..... | 1,115,115.93 |
| General expenses..... | <u>63,163.58</u> |
| Total..... | <u>\$1,985,333.73</u> |
| Percentage of proportional expenses to actual earnings—Minnesota..... | 80.22% |

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RENTALS PAID.

A. Rents Paid for Lease of Road.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|-----------------------------------|-------------------------------|--------------------------------|-------------|-------------|
| St. Paul Eastern Grand Trunk Ry.. | | | \$21,319.52 | \$21,319.52 |
| Total rents, A..... | | | \$21,319.52 | \$21,319.52 |

B. Rents Paid for Lease of Tracks, Yards and Terminals. .

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|--------------------------|--|---|-------------|-------------|
| Tracks | Sidings at Lindwern, Wis. | C., M. & St. P. Ry..... | \$750.00 | ..... |
| Tracks | Sidings at Menominee, Mich. | C., M. & St. P. Ry..... | 15.67 | ..... |
| Tracks | Sidings and spurs at Oshkosh, Wis. | Oshkosh Transp. Co..... | 8,976.50 | ..... |
| Tracks | Sidings at Ashland Mine, Mich. | Wisconsin Cent. Lines.. | 45.50 | ..... |
| Tracks | Sidings at McMillan, Wis. | Wisconsin Cent. Lines.. | 89.04 | ..... |
| Tracks | Construct'g track near Given, Iowa. | C., R. I. & Pac. R. R. | 1,801.96 | ..... |
| Tracks | Paid F. E. & M. V. R. R. account track. | Blair to Omaha..... | 7,488.20 | ..... |
| Bridges..... | Bridge over Mississippi river at Clinton, Ia. . | Albany R. R. Bridge Co.. | \$12,000.00 | \$19,116.87 |
| Terminals..... | U. P. transfer station at Council Bluffs and terminal tracks. | Union Pacific R. R. Co.. | \$5,299.67 | ..... |
| Terminals..... | U. P. bridge over Missouri river and terminals at Omaha. | Union Pacific R. R. Co.. | 48,523.06 | ..... |
| Terminals..... | Elmore, Minn., depot and terminals. | C. St. P. M. & O. Ry.Co. | 435.27 | |
| Grand Total—B, | | | | 54,258.00 |
| | | | | \$85,374.87 |

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| JUNE 30, 1896. | | ASSETS. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|------------------|--------|---|------------------|--------|----------------------------|--------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$144,648.095.23 | | Cost of road—page 27..... | \$143,764,256.01 | | | \$883,779.22 |
| 33,688,316.11 | | Cost of equipment—page 28..... | 34,307,965.60 | | \$720,649.49 | |
| 14,414,111.61 | | Stocks owned—page 27..... | 14,412,977.61 | | 28,840.00 | |
| 196,250.00 | | Bonds owned—page 30..... | 1,412,970.00 | | 965,000.00 | |
| 23,925.00 | | Other permanent investments..... | 1,191,250.00 | | | |
| 65,000.00 | | Cost of property Consolidated Coal Co., Western Town { and Coal and Powder Town Site Co. (Bonds of Union, Elkhorn & Missouri Valley Railroad as security for like amount deposited with trustees & Northwestern Railway Company.) | 23,925.00 | | | |
| 13,235,000.00 | | Cash and current assets—page 23..... | 65,000.00 | | | |
| 6,962,480.44 | | Other Assets..... | 13,235,000.00 | | 28,321.09 | |
| 1,793,282.24 | | Materials and supplies..... | 6,960,801.53 | | | |
| 8,602,707.04 | | Sinking fund, trustees of..... | 1,793,674.06 | | | 6,568.18 |
| 190,083.00 | | Sundries..... | 8,987,677.04 | | 384,970.00 | |
| | | Grand total..... | 173,803.51 | | | 16,279.49 |
| \$225,799,140.67 | | | \$225,059,894.36 | | \$1,290,188.69 | |

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| JUNE 30, 1896. | | JUNE 30, 1890. | | YEAR ENDING JUNE 30, 1890. | |
|---|------------------|----------------|------------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| Capital stock—page 17..... | \$86,492,320.53 | | | \$83,500.00 | |
| Funded debt—page 23..... | 184,645,000.00 | | | 313,000.00 | |
| Current liabilities—page 23..... | 5,000,197.01 | | | 817,321.04 | |
| Accrued interest on funded debt not yet payable..... | 1,005,481.78 | | | 225,000.00 | \$4,194.99 |
| Sinking fund installments paid..... | 7,342,078.34 | | | 159,970.00 | |
| Securities to sinking funds..... | 1,485,008.34 | | | 217,525.72 | |
| M. V. & B. Ty. and Bridge Co..... | 217,525.72 | | | | |
| Prepaid Railroad Income..... | | | | | 1,004,892.72 |
| Surplus—Consolidation Coal Co..... | 6,377,325.55 | 5,372,432.83 | | 10.11 | |
| { Surplus from land grant lands and town lots, less de- | 7,873.95 | 7,884.66 | | | |
| { ferred payments on same..... | 2,387,860.85 | 2,640,805.38 | | 252,944.53 | |
| Grand total..... | \$223,790,140.67 | | \$225,059,324.96 | \$1,269,183.69 | |

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in Mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. No new extensions of road put in operation during the year.
2. No decrease in mileage by abandonment or change of line.
3. No important physical changes in Minnesota.
4. No leases taken or surrendered effective in Minnesota.
5. No consolidation or reorganization effected in Minnesota.
6. The capital stock of the company has been increased during the year as follows: Preferred stock, \$28,000, and common stock, \$28,000, was issued in exchange for Peninsula Railroad bonds retired and canceled.

Stock of proprietary companies was increased by the issue of stock as follows:

| | |
|--------------------------------------|-------------|
| Boyer Valley Ry. Co | \$10,000.00 |
| Boone County Ry. Co..... | 5,000.00 |
| Minnesota & Iowa Ry. Co..... | 5,000.00 |
| Mankato & New Ulm Ry. Co..... | 5,000.00 |
| Florence County Ry. Co..... | 2,500.00 |
| Total..... | \$27,500.00 |
| Total increase of capital stock..... | 83,500.00 |

7. \$2,888,000 of bonds have been issued and \$2,375,000 of bonds retired during the year. Net increase, \$513,000.

8. The sinking fund accounts have been increased:

| | |
|---------------------------------|--------------|
| By payment of installments..... | \$225,000.00 |
| By accretions of interest..... | 159,970.00 |
| Total..... | \$384,970.00 |

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Express Companies.—By an agreement with American Express Company of date April 1, 1899, to be in force until the first day of April, 1904, the C. & N-W. Ry. Co. agrees to transport the freight of the express company over all lines operated by the railway company, aggregating 5,076 miles, for annual payment of \$575,000.00 for the first two years, and \$580,000.00 for remaining three years, for an estimated limited tonnage, and an agreed schedule of rates for exceptional excess of tonnage.

2. Mails.—The company transports mails over any route on its lines when ordered by the United States postoffice department. The company receives such compensation for its services as is from time to time fixed.

3. Sleeping, Parlor and Dining Cars.—Sleeping cars are owned by the Wagner Palace Car Co. and are run on this company's lines. The car company maintains the cars and fixes and collects the charges from passengers for accommodations in same. For the use of the cars the C. & N-W. Ry. Co. pays a mileage. It also keeps the outside of the cars cleaned; keeps the journals packed and lubricated, and furnishes links, pins, fuel, lights, etc.

Parlor or dining cars are not run on this company's lines in Minnesota.

4. Freight or Transportation Companies or Lines.—The cars of all transportation companies are allowed to run over this company's lines, paying the regular rates and receiving mileage, and their freight having no preference over other freight of like class.

5. Other Railroad Companies.—With C., St. P., M. & O. Ry. Co. providing for joint running arrangements between Chicago and St. Paul and division of earnings upon a pro rata per mile.

With D. R. W. & S. Ry. Co. by which that company acquires the joint use with the C. & N-W. Ry. Co. of certain tracks and buildings in the village of Zumbrota, Minn.

6. Steamboat or Steamship Companies.—This company has no contracts with steamboat or steamship companies.

7. Telegraph Companies.—By contract with the Western Union Telegraph Co. all lines of road operated by this company are afforded telegraph facilities. This company having certain wires or rights to their use for the business of the railway company, commercial business being done by the telegraph company.

(Page 57.) SECURITY FOR FUNDED DEBT—PAGE 23.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Road. | What Securities Mortgaged. |
|--|--|---|----------|--------------------------------------|----------------------------|
| | From. | To. | Miles. | | |
| Iowa Midland Ry., first mortgage. Escanaba & Lake Superior Ry., first mortgage. Chicago & North-Western Ry., Iowa Div., first mortgage. Chicago & North-Western Ry., gen'l consolidated gold. | Lyons, Ia. | Anamosa, Ia. | 70.97 | \$18,983.95 | ..... |
| | Nareita, Mich. | Metropolitan, Mich. | 43.90 | 9,122.40 | ..... |
| | Wall Lake, Ia. | Kingsley, Ia. | 70.7 | 9,778.47 | ..... |
| | Chicago | Isipemung, Mich., includ- ing branches to mines. | | | |
| | Chicago | Missouri R., opp. Omaha | | | |
| | Chicago | Freeport, Ill. | | | |
| | Belvidere, Ill. | Fond du Lac, Wis. | | | |
| | Elgin, Ill. | Winona, Minn. | | | |
| | Kenosha, Wis. | Rockford, Ill. | 1,668.72 | 5,609.84 | ..... |
| | Clinton, Ia. | Geneva Lake, Wis. | | | |
| Milwaukee & Madison Ry., first mortgage. | Stanwood, Ia. | Anamosa, Ia. | | | |
| | Geneva, Ill. | Tipton, Ia. | | | |
| | Chicago South Branch | Batavia, Ill. | | | |
| | Mayfair cut-off | St. Charles, Ill. | | | |
| | Galena, Ill. | Track | | | |
| | Madison, Wis. | Madison, Wis. | 92.00 | 19,512.20 | ..... |
| | Woodman, Wis. | Woodman, Wis. | | | |
| | Madison, Wis. | Madison, Wis. | 151.73 | 15,020.34 | ..... |
| | Platteville | Platteville | | | |
| | Lancaster, Wis. | Lancaster, Wis. | | | |
| Chicago & Tomah R. R., first mortgage. Chicago, Milwaukee & North-Western Ry., first mortgage. Menominee River R. R., first mortgage. Menominee River Extension, first mortgage. Des Moines & Minnesota R. R., first mortgage. Ottumwa, Cedar Falls & St. P. Ry., first mortgage. Cedar Rapids & Mo. River R. R. of 184. Northern Illinois Ry., first mortgage. Madison Extension, first mortgage. Menominee Extension, first mortgage. | Quinnese, Mich. | Quinnese, Mich. | 24.71 | 16,187.77 | ..... |
| | Wisconsin state line. | Wisconsin state line. | 6.87 | 25,117.74 | ..... |
| | Jewell Jet, Ia. | Jewell Jet, Ia. | 57.84 | 10,468.90 | ..... |
| | Muchakinock, Ia. | Muchakinock, Ia. | 64.00 | 25,000.00 | ..... |
| | Des Moines River. | Des Moines River. | 122.00 | 6,808.28 | ..... |
| | Spring Valley, Ill. | Spring Valley, Ill. | 75.78 | 19,925.10 | ..... |
| | Winona Jet, Wis. | Winona Jet, Wis. | 129.10 | 24,899.69 | ..... |
| | Escanaba, Mich. | Escanaba, Mich. | 114.10 | 23,687.16 | ..... |
| | Green Bay, Wis. | Green Bay, Wis. | | | |
| | Negaunee, Mich., includ- ing branches to mines. | Negaunee, Mich., includ- ing branches to mines. | | | |
| Chicago & North-Western Ry., consolidated sinking fund currency. | Clinton, Ia. | Clinton, Ia. | 788.22 | 36,279.72 | ..... |
| | Freeport, Ill. | Freeport, Ill. | | | |
| | Madison, Wis. | Madison, Wis. | | | |
| | Richmond, Ill. | Richmond, Ill. | | | |
| | Kenosha, Wis. | Kenosha, Wis. | | | |

[illegible]

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compen- sation. |
|--|---------------|---------------------------------------|------------------------------------|--|
| Other officers..... | 1 | 818 | \$8,188.88 | \$10.01 |
| General office clerks..... | 8 | 989 | 4,040.00 | 4.80 |
| Station agents..... | 62 | 19,406 | 49,446.54 | 2.24 |
| Other station men..... | 112 | 84,748 | 59,860.01 | 1.72 |
| Enginemen..... | 69 | 20,656 | 76,278.61 | 8.69 |
| Firemen..... | 79 | 24,414 | 56,812.47 | 2.29 |
| Conductors..... | 48 | 15,650 | 52,297.65 | 8.84 |
| Other trainmen..... | 96 | 50,674 | 66,811.05 | 2.06 |
| Machinists..... | 72 | 22,849 | 44,259.32 | 1.94 |
| Carpenters..... | 101 | 20,845 | 44,661.64 | 2.19 |
| Other shopmen..... | 218 | 68,359 | 100,906.12 | 1.69 |
| Section foremen..... | 68 | 21,597 | 87,920.09 | 1.76 |
| Other trackmen..... | 462 | 77,811 | 99,996.22 | 1.29 |
| Switchmen, flagmen and watchmen..... | 49 | 14,968 | 82,554.78 | 2.26 |
| Telegraph operators and dispatchers..... | 47 | 14,898 | 81,566.60 | 2.18 |
| All other employes and laborers..... | 118 | 19,066 | 41,589.40 | 2.18 |
| Total (inc. general officers)—Minnesota. | 1,605 | 400,827 | \$790,796.04 | \$1.96 |
| Total (exc. general officers)—Minnesota | 1,605 | 400,827 | \$790,796.04 | \$1.96 |
| DISTRIBUTION OF ABOVE: | | | | |
| Maintenance of way and structures..... | 740 | 184,806 | \$216,077.78 | \$1.60 |
| Maintenance of equipment..... | 202 | 61,661 | 114,299.08 | 1.85 |
| Conducting transportation..... | 663 | 206,766 | 460,419.18 | 2.26 |
| Total (inc. general officers)—Minnesota. | 1,605 | 400,827 | \$790,796.04 | \$1.96 |
| Total (exc. general officers)—Minnesota | 1,605 | 400,827 | \$790,796.04 | \$1.96 |
| Total (inc. general officers)—Entire line | 28,698 | 7,691,066 | \$15,296,750.92 | \$1.96 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers. Number Trains, Mileage, Number Cars. | Column for Revenue and Rates. |
|--|---|-------------------------------------|
| | | Dols. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 459,399 | ..... |
| Number of passengers carried one mile..... | 16,554,424 | ..... |
| Number of passengers carried one mile per mile of road..... | 98,941 | ..... |
| Average distance carried..... | 36.040 | ..... |
| Total passenger revenue—page 85..... | | 404,637.06 |
| Average amount received from each passenger..... | | 88.001 |
| Average receipts per passenger per mile..... | | 02.444 |
| Total passenger earnings—page 83..... | | 480,162.47 |
| Passenger earnings per mile of road..... | | 1,153.49 |
| Passenger earnings per train mile..... | | 96.598 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63..... | 1,318,667 | ..... |
| Number of tons carried one mile..... | 196,599,239 | ..... |
| Number of tons carried one mile per mile of road..... | 48,158 | ..... |
| Average distance haul of one ton..... | 151 | ..... |
| Total freight revenue—page 35..... | | 1,989,394.16 |
| Average amount received for each ton of freight..... | | 1.50.864 |
| Average receipts per ton per mile..... | | 00.997 |
| Total freight earnings—page 35..... | | 1,989,586.78 |
| Freight earnings per mile of road..... | | 4,800.32 |
| Freight earnings per train mile..... | | 2.14.051 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 2,894,031.22 |
| Passenger and freight revenue per mile of road..... | | 5.776.12 |
| Passenger and freight earnings—page 35..... | | 2,469,749.26 |
| Passenger and freight earnings per mile of road..... | | 5,958.81 |
| Gross earnings from operation—page 35..... | | 2,474,960.18 |
| Gross earnings from operation per mile of road..... | | 5,971.88 |
| Gross earnings from operation per train mile..... | | 1.73.491 |
| Operating expenses—page 45..... | | 1,985,333.73 |
| Operating expenses per mile of road..... | | 4,790.05 |
| Operating expenses per train mile..... | | 1.39.169 |
| Income from operation—page 81..... | | 489,626.40 |
| Income from operation per mile of road..... | | 1,181.33 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 462,987 | ..... |
| Miles run by freight trains..... | 827,237 | ..... |
| Miles run by mixed trains..... | 136,838 | ..... |
| Total mileage trains earning revenue..... | 1,426,562 | ..... |
| Miles run by switching trains..... | 898,966 | ..... |
| Miles run by construction and other trains..... | 42,791 | ..... |
| Grand total train mileage..... | 1,968,219 | ..... |
| Mileage of loaded freight cars—north or east..... | 6,184,789 | ..... |
| Mileage of loaded freight cars—south or west..... | 6,587,798 | ..... |
| Mileage of empty freight cars—north or east..... | 2,971,084 | ..... |
| Mileage of empty freight cars—south or west..... | 2,187,896 | ..... |
| Average number of freight cars in train..... | 18.50 | ..... |
| Average number of loaded cars in train..... | 13.20 | ..... |
| Average number of empty cars in train..... | 5.30 | ..... |
| Average number of tons of freight in train..... | 207.14 | |
| Average number of tons of freight in each loaded car..... | 15.60 | |

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|---|--|-------------------------------------|------|----------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue | 15,909,508 | | | |
| Number of passengers carried one mile | 420,515,240 | | | |
| Number of passengers carried one mile per mile of road | 82.687 | | | |
| Average distance carried | 27.478 | | | |
| Total passenger revenue—page 35 | | \$8,202,984. | 87 | |
| Average amount received from each passenger | | | | .53.602 |
| Average receipts per passenger per mile | | | | .01.961 |
| Total passenger earnings—page 35 | | 9,800,771. | 54 | |
| Passenger earnings per mile of road | | 1,938. | 95 | |
| Passenger earnings per train mile | | | | .92.087 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63 | 21,551,184 | | | |
| Number of tons carried one mile | 3,309,815,993 | | | |
| Number of tons carried one mile per mile of road | 650,819 | | | |
| Average distance haul of one ton | 154 | | | |
| Total freight revenue—page 35 | | 29,052,898. | 84 | |
| Average amount received for each ton of freight | | | | 1.34.809 |
| Average receipts per ton per mile | | | | .873 |
| Total freight earnings—page 35 | | 29,088,576. | 12 | |
| Freight earnings per mile of road | | 5,719. | 77 | |
| Freight earnings per train mile | | | | 1.86.701 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35 | | 37,255,773. | 71 | |
| Passenger and freight revenue per mile of road | | | | 7.325.71 |
| Passenger and freight earnings—page 35 | | 38,949,847. | 93 | |
| Passenger and freight earnings per mile of road | | | | 7.847.72 |
| Gross earnings from operation—page 35 | | 39,054,953. | 19 | |
| Gross earnings from operation per mile of road | | | | 7.679.49 |
| Gross earnings from operation per train mile | | | | 1.48.583 |
| Operating expenses—page 45 | | 24,900,395. | 04 | |
| Operating expenses per mile of road | | | | 4.790.00 |
| Operating expenses per train mile | | | | .92.065 |
| Income from operation—page 31 | | 14,094,558. | 15 | |
| Income from operation per mile of road | | | | 2.889.43 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains | 10,446,778 | | | |
| Miles run by freight trains | 14,796,180 | | | |
| Miles run by mixed trains | 1,045,432 | | | |
| Total mileage trains earning revenue | 26,288,390 | | | |
| Miles run by switching trains | 8,248,307 | | | |
| Miles run by construction and other trains | 1,530,000 | | | |
| Grand total train mileage | 36,067,306 | | | |
| Mileage of loaded freight cars—north or east | 130,946,254 | | | |
| Mileage of loaded freight cars—south or west | 132,707,293 | | | |
| Mileage of empty freight cars—north or east | 50,287,628 | | | |
| Mileage of empty freight cars—south or west | 43,085,381 | | | |
| Average number of freight cars in train | 22.54 | | | |
| Average number of loaded cars in train | 18.64 | | | |
| Average number of empty cars in train | 5.90 | | | |
| Average number of tons of freight in train | 208.93 | | | |
| Average number of tons of freight in each loaded car | 12.55 | | | |

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road. Tons. | Freight Received from Con- necting Road and Other Carriers. Tons. | TOTAL FREIGHT TONNAGE. | |
|---|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain..... | 290,228 | 8,161 | 297,384 | 43.88 |
| Flour..... | 44,362 | 1,479 | 45,841 | 6.76 |
| Other mill products..... | 11,956 | 86 | 12,042 | 1.78 |
| Hay..... | 257 | ..... | 257 | .06 |
| Tobacco..... | 9 | 15 | 24 | ..... |
| Fruit and vegetables..... | 80,924 | 1,748 | 82,672 | 4.82 |
| Live stock..... | 29,876 | 400 | 29,776 | 4.89 |
| Dressed meats..... | ..... | 14 | 14 | ..... |
| Other packing-house products..... | 2,565 | 410 | 2,975 | .44 |
| Poultry, game and fish..... | 1,841 | 4 | 1,845 | .27 |
| Wool..... | 287 | 9 | 296 | .08 |
| Hides and leather..... | 605 | ..... | 605 | .10 |
| Anthracite coal..... | 90 | 7,749 | 7,779 | 1.15 |
| Bituminous coal..... | 1,161 | 26,619 | 27,780 | 4.09 |
| Coke..... | ..... | 59 | 59 | .01 |
| Stone, sand and other like articles..... | 18,725 | 1,792 | 15,517 | 2.29 |
| Lumber..... | 78,109 | 42,264 | 115,373 | 17.01 |
| Petroleum and other oils..... | 158 | 2,751 | 2,909 | .43 |
| Sugar..... | 187 | 290 | 427 | .06 |
| Naval stores..... | 84 | ..... | 84 | .01 |
| Iron, pig and bloom..... | 798 | 190 | 968 | .13 |
| Iron and steel rails..... | 972 | ..... | 972 | .14 |
| Other castings and machinery..... | 1,165 | 1,658 | 2,823 | .42 |
| Bar and sheet metal..... | 228 | 2,381 | 2,554 | .38 |
| Cement, brick and lime..... | 11,141 | 2,202 | 18,848 | 1.97 |
| Agricultural implements..... | 858 | 2,561 | 8,419 | .50 |
| Wagons, carriages, tools, etc..... | 1,487 | 1,297 | 2,784 | .41 |
| Wines, liquors and beers..... | 8,748 | 924 | 4,672 | .69 |
| Household goods and furniture..... | 3,891 | 1,407 | 5,298 | .78 |
| Merchandise..... | 18,735 | 14,795 | 38,580 | 4.95 |
| Miscellaneous—Other commodities not men- tioned above..... | 7,547 | 6,915 | 14,462 | 2.18 |
| Total tonnage—Minnesota..... | 550,374 | 128,065 | 678,439 | 100.00 |
| Total tonnage—Entire line..... | 18,448,733 | 8,102,401 | 21,551,134 | 100.00 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added during Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|--------------------------------------|---------------------------|------------------------------|------------------------------------|------------------|--|----------|
| | | | No. | Name. | No. | Name. |
| LOCOMOTIVES—Owned and Leased: | | | | | | |
| Passenger..... | | 218 | 218 | Westinghouse... | 111 | Chicago. |
| Freight..... | | 657 | 655 | Westinghouse... | 200 | Chicago. |
| Switching..... | | 135 | 135 | Westinghouse... | 110 | Chicago. |
| Total Locomotives in Service.. | | 1,010 | 1,008 | | 421 | |
| Total Locomotives Owned..... | | 1,010 | 1,008 | | 421 | |
| CARS—Owned and Leased: | | | | | | |
| IN PASSENGER SERVICE— | | | | | | |
| First-class cars..... | 2 | 483 | 483 | Westinghouse... | 483 | Miller. |
| Second-class cars..... | | 44 | 44 | Westinghouse.. } | 15 | Chicago. |
| Combination cars..... | 9 | 115 | 115 | Westinghouse.. } | 29 | Miller. |
| Dining cars..... | | 9 | 9 | Westinghouse... | 26 | Chicago. |
| Parlor cars..... | | 22 | 22 | Westinghouse... | 80 | Miller. |
| Baggage, express and postal cars. | 7 | 193 | 193 | Westinghouse.. } | 9 | Miller. |
| | | | | | 22 | Chicago. |
| | | | | | 4 | Chicago. |
| | | | | | 189 | Miller. |
| Total..... | 18 | 866 | 866 | | 866 | |
| IN FREIGHT SERVICE— | | | | | | |
| Box cars..... | 500 | 20,273 | 15,566 | Westinghouse.. } | 208 | Janney. |
| Flat cars..... | 250 | 3,895 | 1,897 | Westinghouse.. } | 20,061 | Chicago. |
| Stock cars..... | | 2,881 | 2,573 | Westinghouse.. } | 3,890 | Chicago. |
| Coal cars..... | 750 | 4,500 | 2,702 | Westinghouse.. } | 2,881 | Chicago. |
| Refrigerator cars..... | | 646 | 681 | Westinghouse.. } | 4,500 | Chicago. |
| | | | | | 646 | Chicago. |
| | | | | | 3,689 | Chicago. |
| Other cars in freight service..... | | 4,302 | 4,302 | Westinghouse.. } | 689 | Janney. |
| | | | | | 14 | Miller. |
| Total..... | 1,500 | 38,587 | 27,730 | | 36,568 | |
| IN COMPANY'S SERVICE— | | | | | | |
| Officers' and pay cars..... | | 5 | 5 | Westinghouse... | 5 | Miller. |
| Derrick cars..... | *15 | 22 | 8 | Westinghouse... | 22 | Chicago. |
| Caboose cars..... | | 546 | 50 | Westinghouse... | 546 | Chicago. |
| Other road cars..... | 17 | 53 | | Westinghouse... | 47 | Chicago. |
| Rotary steam snow plows..... | | 3 | | | 3 | Chicago. |
| Total..... | 2 | 629 | 63 | | 623 | |
| Total cars in service..... | 1,520 | 38,062 | 28,659 | | 38,057 | |
| Total cars owned..... | 1,520 | 38,062 | 28,659 | | 38,057 | |

* Deduct.

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EXPLANATORY REMARKS.

During the year 4 first-class passenger cars were changed into combination cars, and 17 derrick cars were changed and re-classified as other road cars.

(Page 57.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK OF C. & N-W. RY. CO. | | Line of Property Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | | RAILS. | |
|--|--|---------------------|--|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|-------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 1,927.39 | 1,901.01 | 1,188.47 | 60.02 | 8.73 | 5,085.62 | ..... | ..... | 254.15 | 4,822.74 |
| Miles of second track..... | 450.44 | 39.95 | ..... | 51.12 | 8.07 | 539.55 | ..... | ..... | 581.51 | 1,528.70 |
| Miles of yard track and sidings..... | *1,573.45 | ..... | 168.43 | 8.85 | 7.59 | 1,768.30 | ..... | ..... | 351.51 | 1,404.20 |
| Total mileage operated (all tracks)..... | 3,956.28 | 1,930.96 | 1,356.90 | 119.97 | 24.39 | 7,888.50 | ..... | ..... | 605.66 | 6,758.45 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | LINE REPRESENTED BY CAPITAL STOCK OF C. & N-W. RY. CO. | | Line of Property Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | | RAILS. | |
|--|--|---------------------|--|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|-------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Illinois..... | 400.21 | 193.76 | 16.06 | 60.02 | ..... | 568.97 | ..... | ..... | 22.20 | 588.97 |
| Wisconsin..... | 953.85 | 595.80 | ..... | ..... | ..... | 1,625.73 | ..... | ..... | 46.40 | 1,608.53 |
| Michigan..... | 301.11 | 301.11 | ..... | ..... | ..... | 602.22 | ..... | ..... | 62.10 | 474.79 |
| Iowa..... | 353.12 | 810.00 | ..... | ..... | 3.07 | 1,166.19 | ..... | ..... | 10.11 | 1,101.02 |
| Minnesota..... | .13 | .84 | 414.00 | ..... | ..... | 414.13 | ..... | ..... | 118.84 | 404.96 |
| South Dakota..... | ..... | ..... | 744.13 | ..... | ..... | 744.13 | ..... | ..... | ..... | 680.79 |
| North Dakota..... | ..... | ..... | 14.28 | ..... | ..... | 14.28 | ..... | ..... | ..... | 14.28 |
| Nebraska..... | ..... | ..... | ..... | ..... | 5.66 | 5.66 | ..... | ..... | ..... | ..... |
| Total mileage operated (single track)..... | 1,927.39 | 1,901.01 | 1,188.47 | 60.02 | 8.73 | 5,085.62 | ..... | ..... | 254.15 | 4,822.74 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK OF C. & N-W. RY. CO. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|--|---------------------|----------------------|-----------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Illinois..... | 400.21 | 193.76 | 598.97 | ..... | ..... | 588.97 |
| Wisconsin..... | 953.85 | 595.80 | 1,549.65 | ..... | 20.95 | 1,528.70 |
| Michigan..... | 301.11 | 301.11 | 602.22 | ..... | 46.40 | 474.79 |
| Iowa..... | 353.12 | 810.00 | 1,163.12 | ..... | 62.10 | 1,101.02 |
| Minnesota..... | .13 | .84 | .47 | ..... | ..... | .47 |
| Total mileage owned (single track)..... | 1,927.39 | 1,901.01 | 3,828.40 | | 129.45 | 3,698.95 |

* Including branches and spurs represented by capital stock.

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK OF C. & N.-W. RY. CO. | | Line of Proprietary Companies | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|---|---------------------|-------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | .18 | .34 | 414.00 | ..... | ..... | ..... | 414.47 | ..... | 10.11 | 404.36 |
| Miles of yard track and sidings..... | ..... | ..... | 96.77 | ..... | ..... | ..... | 96.77 | .60 | 54.26 | 41.51 |
| Total mileage operated (all tracks). | .18 | .34 | 509.77 | ..... | ..... | ..... | 510.24 | .60 | 64.37 | 445.87 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|-----|-----|--------|-------|-------|-------|--------|-------|-------|--------|
| STATE OF MINNESOTA— | | | | | | | | | | |
| Minnesota..... | .18 | .34 | 414.00 | ..... | ..... | ..... | 414.47 | ..... | 10.11 | 404.36 |
| Total mileage operated (single track). | .18 | .34 | 414.00 | ..... | ..... | ..... | 414.47 | ..... | 10.11 | 404.36 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK OF C. & N.-W. RY. CO. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|---|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota..... | .18 | .34 | .47 | | | .47 |
| Total mileage owned (single track)..... | .18 | .34 | .47 | | | .47 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|----------|--------------------------|--|----------------------------------|---------|---|
| KIND. | Tons. | Weight Per Yard, Pounds. | Av. Price Per Ton at Distributing Point. | KIND. | Number. | Av. Price at Distributing Point, Cents. |
| Steel | 886.1194 | 72 | \$18.08 | Oak..... | 26,071 | 52 |
| Total.. | 886.1194 | 72 | \$18.08 | Cedar, hemlock, ash and elm..... | 81,450 | 25 |
| | | | | Total..... | 57,521 | 37 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|-------------------------|--------------------|----------------------------|------------|-----------------------------------|
| Passenger..... | 15,082 | 114 | 15,199 | 528,877 | 57.25 |
| Freight..... | 55,813 | 234 | 55,960 | 1,056,117 | 105.92 |
| Switching..... | 11,420 | 101 | 11,470 | 442,966 | 51.79 |
| Construction..... | 1,650 | 10 | 1,665 | 42,791 | 77.36 |
| Total..... | 83,965 | 459 | 84,194 | 2,070,751 | 81.32 |
| Average cost at distributing point.. | \$1.5108 | \$2.3942 | | | |

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------------|------------|---------|----------------------------------|---------|------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling | | 1 | | | | | | 1 |
| Falling from trains and engines | 2 | 2 | | | | | 2 | 2 |
| Collisions..... | | 1 | | | | 1 | | 2 |
| Other causes..... | | 1 | | | | | | 1 |
| Total..... | 2 | 5 | | | | 1 | 2 | 6 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|---------------------------|-------------|---------|--------------|---------|------------------|---------|---------|---------|
| | PASSENGERS. | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Collisions..... | | 2 | | | | | | |
| At highway crossings..... | | | | | 2 | 1 | 2 | 1 |
| Other causes..... | | 1 | | 1 | | | 4 | 1 |
| Total..... | | 3 | | 1 | 2 | 1 | 6 | 2 |

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EXPLANATORY REMARKS.

OTHER CAUSES.—Employees injured—shaking engine grate, strained himself, 1; passengers injured—standing in caboose, thrown down by car starting, 1; others killed—walking on track, struck by train, 2; getting on moving train, 1; fell off moving train, 1. Total, 4. Others injured—driving on track, struck by train, 1.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|---------------------------|--------|-------------------|----------------------------------|---------------------------|------------------------|-------------------|-----------------|---------------------------------------|--------------------|------------------|--|
| From. | To. | Miles. | Num-ber of Curves | Aggreg't Length of Curved Lines. | Length of Straight Track. | Length of Level Track. | Ascending Grades. | | | Descending Grades. | | |
| | | | | | | | No. | Sum of Ascents. | Aggregate Length of Ascending Grades. | No. | Sum of Descents. | Aggregate Length of Descending Grades. |
| | | | | Miles. | Miles. | Miles. | | Feet. | Miles. | | Feet. | Miles. |
| Winona..... | Watertown..... | 288.63 | 144 | 39.34 | 240.29 | 83.03 | 215 | 3,501.0 | 114.00 | 190 | 2,779.5 | 91.60 |
| Plainview..... | Plainview..... | 15.01 | 20 | 3.59 | 11.42 | 3.01 | 6 | 166.0 | 4.10 | 8 | 273.0 | 7.90 |
| Chatfield Junction..... | Chatfield..... | 11.46 | 22 | 2.79 | 8.67 | 3.76 | 6 | 52.0 | 2.10 | 6 | 350.0 | 8.60 |
| Rochester..... | Zumbrota..... | 24.48 | 26 | 6.18 | 18.30 | 3.18 | 13 | 418.0 | 11.20 | 12 | 439.0 | 10.10 |
| Mankato Junction..... | Mankato..... | 3.75 | 4 | 1.53 | 2.22 | 1.12 | ..... | ..... | ..... | ..... | 126.0 | 2.63 |
| Maple Junction..... | Redwood Falls..... | 24.40 | 3 | 1.97 | 23.43 | 8.40 | 19 | 142.0 | 9.00 | 15 | 124.0 | 7.00 |
| Sleepy Eye..... | Minnesota state line..... | 46.40 | 46 | 9.19 | 37.21 | 8.40 | 32 | 719.0 | 24.70 | 27 | 357.0 | 13.10 |
| Tracy..... | Elmore..... | .34 | | | .34 | .34 | | | | | | |
| Tama..... | | | | 63.59 | 350.88 | 108.44 | 291 | 5,088.0 | 165.10 | 290 | 4,448.5 | 140.98 |
| Total..... | | 414.47 | 295 | | | | | | | | | |

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. | ITEM. | Number. | Height of Lowest Above Surface of Rail. Ft. In. |
|-------------------|---------|-------------------------|-----------------------|-----------------------|-----------------------------|---------|---|
| Bridges— | | | | | Overhead Highway Crossings— | | |
| Stone (arches) .. | 19 | 1,402 | 4 | 64 | Trestles | 5 | 18 1 |
| Iron | 28 | 5,936 | 9 | 356 | Total | 5 | |
| Wooden | 16 | 894 | 3 | 64 | Overhead Railway Crossings— | | |
| Combination | 5 | 464 | 64 | 103 | Trestles | 2 | 18 |
| Total | 66 | 8,696 | | | Total | 2 | |
| Trestles | 618 | 36,084 | | | | | |

Gauge of track, 4 feet 8½ inches. 414.47 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

Miles of wire 105.00
Miles of wire *457.80

OPERATED BY THIS COMPANY FOR COMPANY'S BUSINESS ONLY—

Miles of wire 105.00
Miles of wire 319.90
Miles of wire †137.90

B. Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|--|---|
| 414.10 | 618.20 | Western Union Telegraph Co | { 377.10 Western Union Tel. Co. 241.10 by C. & N-W. Ry. Co. for company's business only. |
| ..... | *457.80 | W. U. T. Co. and C. & N-W. Ry. Co. jointly | { 319.90 by C. & N-W. Ry. Co. for company's business only. 137.90 W. U. T. Co., also by C. & N-W. Ry. Co. for company's business only. |

* Owned jointly by Western Union Telegraph Co. and Chicago & North-Western Ry. Co.

† Operated also by Western Union Telegraph Co.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

| NAME OF OWNER. | Description. | Rate, Cents. | Amount. |
|---|----------------------|-----------------|-----------|
| American Steel and Wire Co..... | Box | 3-5 | \$131.86 |
| American Cotton Oil Co..... | Tank | 3-4 | 4.45 |
| American Refrigerator Transportation Co..... | Refrigerator | 3-4 | 1,082.75 |
| American Tank Line..... | Tank | 3-4 | 311.78 |
| Anglo-American Refrigerator Car Co..... | Refrig. & Tank..... | T 3-4 R 1 | 28.76 |
| Armour Car Lines..... | Refrig. & mixed..... | T 3/4 B 3-5 R 1 | 25,304.81 |
| Arms Palace Horse Car Co..... | Horse..... | 3-5 | 592.98 |
| Atlanta Stone, Coal & Lumber Co..... | Box & Flat..... | 3-5 | 72.54 |
| Arper, G. W..... | Tank..... | 3-4 | 147.89 |
| American Live Stock Transportation Co..... | Stock..... | 3-5 | 66.67 |
| American Cereal Co. Dispatch..... | Box..... | 3-5 | 1,674.22 |
| Archer & Co..... | Tank..... | 3-4 | 9.03 |
| American Brewing Co..... | Refrigerator..... | 3-4 | 8.09 |
| Abernathy Furniture Co..... | Box..... | 3-5 | 9.77 |
| Barrett & Barrett..... | Box..... | 3-5 | 233.60 |
| Burton Stock Car Co..... | Horse & Stock..... | 3-5 | 179.60 |
| Brill, J. G..... | Box..... | 3-5 | 7.15 |
| Botts' estate, Conrad..... | Box..... | 3-5 | 7.01 |
| Buckeye Transportation Co..... | Box..... | 3-5 | 7.61 |
| Britton, D. W..... | Box..... | 3-5 | 1.28 |
| California Fruit Transportation Co..... | Refrigerator..... | 3-4 | 999.95 |
| Canda Cattle Car Co..... | Stock..... | 3-5 | 2,054.65 |
| Cedar Rapids Refrigerator Express..... | Refrigerator..... | 1 | 1,206.50 |
| Central Equipment Co..... | Box..... | 3-5 | 23.51 |
| Chappell Chemical Co..... | Tank..... | 3-4 | 284.08 |
| Chicago Refrigerator Car Line..... | Refrigerator..... | 3-4 | 1,143.88 |
| Cold Blast Transportation Co..... | Refrigerator..... | 1 | 1.70 |
| Commerce Despatch Line..... | Box..... | 3-5 | 756.16 |
| Continental Fruit Express..... | Refrigerator..... | 1 | 13,682.01 |
| Craig Oil Co..... | Tank..... | 3-4 | 154.59 |
| Crocker Chair Co..... | Box..... | 3-5 | 486.97 |
| Crystal Oil Refining Co..... | Tank..... | 3-4 | 24.34 |
| Cudahy Milwaukee Refrigerator Line..... | Refrig. & Stock..... | R 1 S 3-5 | 5,438.94 |
| Cudahy Refrigerator Line..... | Refrig. & Tank..... | R 1 T 3-4 | 44,347.81 |
| Cupples, S., Wooden-Ware Co..... | Box..... | 3-5 | 3.80 |
| Consolidated Cattle Car Co..... | Stock..... | 3-5 | 51.92 |
| Chicago, New York & Boston Refrigerator Co..... | Refrigerator..... | 3-4 | 2,597.70 |
| Chicago Car and Coal Co..... | Coal..... | 3-5 | 1.47 |
| Creamery Package Manufacturing Co..... | Box..... | 3-5 | 8.07 |
| Dairy Dealers Despatch..... | Refrigerator..... | 3-4 | 494.30 |
| Dolose & Shepard..... | Gondola..... | 3-5 | 11.13 |
| Dixie Oil Co..... | Tank..... | 3-4 | 4.62 |
| Empire Oil Works..... | Tank..... | 3-4 | 17.12 |
| Excelsior Horse Car Co..... | Horse..... | 3-5 | 106.74 |
| Express Coal Line..... | Coal..... | 3-5 | 697.06 |
| Frazer Lubricator Co..... | Box..... | 3-5 | 83.64 |
| Foggen, Robert..... | Tank..... | 3-4 | 2.79 |
| Fairbank, N. K..... | Tank..... | 3-4 | 4.03 |
| Freedom Oil Works..... | Tank..... | 3-4 | 14.96 |
| Goodell Refrigerator Car Co..... | Refrigerator..... | 3-4 | 525.30 |
| Green Line..... | Tank..... | 3-4 | 164.51 |
| Great Western Tank Line..... | Tank..... | 3-4 | 17.87 |
| Geiser Manufacturing Co..... | Box..... | 3-5 | 31.83 |
| Grick, H. C..... | Box..... | 3-5 | 21.47 |
| Hammond Refrigerator Line..... | Refrig. & Box..... | R 1 B 3-5 | 659.91 |
| Havens, C. B..... | Box..... | 3-5 | 374.63 |
| Horlicks Food Co..... | Box..... | 3-5 | 99.65 |
| Independent Refining Co..... | Tank..... | 3-4 | 65.10 |
| Indiana Tank Line..... | Tank..... | 3-4 | 453.07 |
| Indianapolis Brewing Co. Refrigerator Line..... | Refrigerator..... | 3-4 | 15.14 |
| Johnson Transfer and Fuel Co..... | Box..... | 3-5 | 2.40 |
| Jobbins & Van Rembeke..... | Tank..... | 3-4 | 3.10 |
| Kansas City Dressed Beef Line..... | Refrig. & Box..... | R 1 B 3-5 | 1,273.36 |
| Kentucky Refining Co..... | Tank..... | 3-4 | 31.85 |
| Kingman & Co..... | Box..... | 3-5 | 15.47 |
| Kingan Refrigerator Line..... | Refrigerator..... | 3-4 | 50.99 |
| Knickerbocker Ice Co..... | Box..... | 3-5 | 1.05 |
| Kansas City Refrigerator Car Co..... | Refrigerator..... | 3-4 | 4 |
| Laurel Hill Car & Coal Co..... | Box..... | 3-5 | 21 |
| Libby, McNeill & Libby..... | Refrigerator..... | 1 | |
| Lipton Car Lines..... | Refrigerator..... | 1 | |
| Live Poultry Transportation Co..... | Stock..... | 3-5 | |

CAR MILEAGE—Continued.

| NAME OF OWNER. | Description. | Rate, Cents. | Amount. |
|--|---------------------|-----------------|--------------|
| Lewis, F. G. | Box & Tank | B 3-5 T 3-4 | \$37.42 |
| Lackawanna Live Stock Transportation Co. | Stock | 3-5 | 41.26 |
| Manhattan Oil Co. | Tank | 3-4 | 41.55 |
| Mann Bros. | Box | 3-5 | 1,166.99 |
| Mather Horse Car Co. | Horse | 3-5 | 636.02 |
| Mattoon Manufacturing Co. | Box | 3-5 | 679.50 |
| Matthiesen & Hegeler Zinc Co. | Tank | 3-4 | 147.45 |
| Menasha Wooden-ware Co. | Box | 3-5 | 1,547.72 |
| Merchants & Planters Oil Co. | Tank | 3-4 | 3.72 |
| Merchants Despatch Transportation Co. | Box & Refrig | B 3-5 R 1 | 8,060.74 |
| Morris Refrigerator Line. | Refrigerator | 1 | 2,494.67 |
| Morris & Butts Transportation Co. | Stock | 3-5 | 278.88 |
| Musanto & Button. | Tank | 3-4 | 21.23 |
| Metzer Linseed Oil Co. | Tank | 3-4 | 8.18 |
| Morell Refrigerator Line. | Refrigerator | 1 | 9.62 |
| National Linseed Oil Co. | Tank | 3-4 | 45.59 |
| National Rolling Stock Co. | Box | 3-5 | 136.76 |
| Omaha Packing Co. | Refrig. & Tank | R 1 T 3-4 | 6,608.46 |
| Paragon Refining Co. | Tank | 3-4 | 73.57 |
| Peavey Grain Line. | Box | 3-5 | 10.36 |
| Peerless Tank Line. | Tank | 3-4 | 7.08 |
| Provision Dealers Despatch. | Refrig. & Tank | R 1 T 3-4 | 181.39 |
| Producers Oil Co. | Tank | 3-4 | 22.94 |
| Pacific Steam Whaling Co. | Tank | 3-4 | 548.61 |
| Peoria & Hutchinson Cooperage Co. | Box | 3-5 | 37.27 |
| Pennsylvania Tar Manufacturing Co. | Tank | 3-4 | 1.25 |
| Rend, W. P. | Box | 3-5 | 1.70 |
| Richardson Bros. | Box | 3-5 | 11.63 |
| Rock Falls Manufacturing Co. | Box | 3-5 | 109.95 |
| Rumley, M., Co. | Box | 3-5 | 114.89 |
| St. Charles Car Co. | Box | 3-5 | 1.34 |
| St. Louis Refrigerator Car Co. | Refrigerator | 3-4 | 213.01 |
| St. Paul Refrigerator Car Co. | Refrigerator | 3-4 | 193.24 |
| Sheboygan Chair Co. | Box | 3-5 | 242.10 |
| Southern Despatch Lumber Line. | Box & Refrig | R 3-4 B 3-5 | 207.69 |
| Spring Valley Coal Co. | Coal | 3-5 | 227.48 |
| Street's Stable Car Line. | Stock | 3-5 | 7,699.63 |
| Swift Refrigerator Line. | Refrig., Box & Tank | B 3-5 R T 3-4 | 7,515.29 |
| Shippers Refrigerator Car Co. | Refrigerator | 3-4 | 631.61 |
| Santa Fe Fruit & Refrigerator Line. | Refrigerator | 3-4 | 52.47 |
| St. Charles Refrigerator Despatch. | Refrigerator | 1 | 345.27 |
| Smith, E. C. | Stock | 3-5 | 7.94 |
| Tredwell & Simpson. | Refrigerator | 3-4 | 6.48 |
| Titusville Oil Works. | Tank | 3-4 | 12.83 |
| Union Refrigerator Transit Co. | Refrig. & Box | B 3-5 R 1 3-4 | 34,392.17 |
| Union Tank Line. | Tank | 3-4 | 17,316.37 |
| Venice Transportation Co. | Box | 3-5 | 96.46 |
| Waverly Oil Co. | Tank | 3-4 | 4.04 |
| Weaver Coal Co. | Coal | 3-5 | 85.21 |
| Western Refrigerator Line. | Refrigerator | 1 | 2,114.32 |
| Western Refrigerator Transportation Co. | Refrigerator | 3-4 | 523.28 |
| Wells & French Co. | Flat | 3-5 | 6.88 |
| Pennsylvania Refining Co. | Tank | 3-4 | 27.78 |
| Wagner Palace Sleeping Car Co. | | | 73,510.03 |
| Pullman Palace Sleeping Car Co. | | | 1,038.23 |
| Total | | | \$279,640.52 |

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, St. Paul, Minneapolis & Omaha Ry. Co.

2. Date of organization? May 25, 1880. By consolidation.

3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under laws of Wisconsin by consolidation. For constituent companies, see answer to question No. 4. Power to own and operate railroads in Minnesota, see chapters 219, 228 and 362, Special Laws of Minnesota, 1881; same power in Nebraska, chapter 106, Laws of Nebraska, 1879; same power in Iowa, chapter 119, Laws of Iowa, 1882; same power in South Dakota, section 450, Dakota Code.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. This company was formed by the consolidation of the Chicago, St. Paul & Minneapolis and the North Wisconsin Railway Companies. The former was organized under chapter 119 of the General Laws of Wisconsin, 1872, as amended by chapter 144, General Laws, 1877; latter organized under chapter 73, Revised Statutes of Wisconsin for 1858.

5. Date and authority for each consolidation? May 25, 1880. Chapter 260, Laws of Wisconsin, 1880, amending section 1833, chapter 87, Revised Statutes of Wisconsin, 1878.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Post-Office Address. | Date of Expiration of Term. |
|----------------------------|----------------------|-----------------------------|
| Martin L. Sykes..... | New York, N. Y..... | June, 1900 |
| Thomas Wilson | St. Paul, Minn..... | June, 1900 |
| John M. Whitman..... | Chicago, Ill..... | June, 1900 |
| John A. Humbird | St. Paul, Minn..... | June, 1900 |
| Cornelius Vanderbilt | New York, N. Y..... | June, 1901 |
| William K. Vanderbilt..... | New York, N. Y..... | June, 1901 |
| Albert Keep | Chicago, Ill..... | June, 1901 |
| Hamilton McK. Twombly..... | New York, N. Y..... | June, 1901 |
| Marvin Hughitt..... | Chicago, Ill..... | June, 1902 |
| Byron L. Smith..... | Chicago, Ill..... | June, 1902 |
| Chauncey M. Depew..... | New York, N. Y..... | June, 1902 |
| David P. Kimball..... | Boston, Mass..... | June, 1902 |
| Horace G. Burt | Omaha, Neb..... | June, 1902 |

Total number of stockholders at date of last election? 1,132.

Date of last meeting of stockholders for election of directors? June 8, 1899.

Give post-office address of general office? St. Paul, Minn.

Give post-office address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed. L. A. Robinson, comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|----------------------------------|----------------------|---------------------|
| President | Marvin Hughitt..... | Chicago, Ill. |
| 1st vice-pres. and asst. secy. | Martin L. Sykes..... | New York, N. Y. |
| 2d vice-pres. and G. T. M. | James T. Clark | St. Paul, Minn. |
| Secretary | E. E. Woodman..... | Hudson, Wis. |
| Treasurer and 2d asst. secy. | S. O. Howe | New York, N. Y. |
| Asst. treas. and 3d asst. secy. | R. H. Williams..... | New York, N. Y. |
| General counsel | Thomas Wilson..... | St. Paul, Minn. |
| General attorney | L. K. Luse | St. Paul, Minn. |
| Comptroller | L. A. Robinson | St. Paul, Minn. |
| Auditor of expenditures | W. H. Stennett..... | Chicago, Ill. |
| Local treasurer | Charles P. Nash..... | St. Paul, Minn. |
| General manager | W. A. Scott..... | St. Paul, Minn. |
| Chief engineer | C. W. Johnson..... | St. Paul, Minn. |
| General superintendent..... | J. C. Stuart..... | St. Paul, Minn. |
| Division superintendent | L. F. Slaker..... | St. Paul, Minn. |
| Division superintendent | A. W. Trenholm..... | Itasca, Wis. |
| Division superintendent | H. Spencer..... | St. James, Minn. |
| Division superintendent | H. S. Jaynes..... | Omaha, Neb. |
| Purchasing agent | W. H. S. Wright..... | St. Paul, Minn. |
| Supt. of telegraph | H. C. Hope | St. Paul, Minn. |
| General freight agent | H. M. Pearce..... | St. Paul, Minn. |
| Asst. general freight agent..... | E. B. Ober..... | St. Paul, Minn. |
| General passenger agent..... | T. W. Teasdale | St. Paul, Minn. |
| General baggage agent..... | E. F. Woode..... | St. Paul, Minn. |
| Car accountant..... | A. Drezmal..... | St. Paul, Minn. |
| General claim agent..... | E. L. Poole..... | St. Paul, Minn. |
| Land commissioner..... | G. W. Bell..... | Hudson, Wis. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|---|---------------------------------------|--------------------------|------------------------------------|--|
| | From. | To. | | |
| 1a. Main line— C., St. P., M. & O. Ry..... | Minn. state line..... | St. Paul..... | 17.64 | ..... |
| | St. Paul..... | Iowa state line..... | 187.50 | ..... |
| | Rice's Point..... | Duluth..... | 2.60 | ..... |
| | Stillwater Junction..... | Stillwater..... | 3.30 | ..... |
| | Stillwater via So. Stillwater..... | Lake St. Croix Brdg..... | 4.55 | ..... |
| | Lake Crystal..... | Elmore..... | 43.48 | ..... |
| | Heron Lake..... | Pipestone..... | 55.10 | ..... |
| | Sioux Falls Jet..... | S. Dak. state line..... | 42.53 | ..... |
| | Luverne..... | Iowa state line..... | 10.56 | 367.35 |
| 5. Lines operated under track- age rights— | | | | |
| Great Northern Ry..... | St. Paul..... | Minneapolis..... | 11.40 | ..... |
| The M. & St. L. R. R..... | Minneapolis..... | Merriam Jet..... | 27.00 | 38.40 |
| Total..... | ..... | ..... | ..... | 405.75 |

(Page 9.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named. | Miles of Line for Each Class of Roads Named. |
|--|------------------------|------------------------|------------------------------------|--|
| | From. | To. | | |
| 1a. Main line— C., St. P., M. & O. Ry | Elroy..... | St. Paul..... | 185.17 | ..... |
| | North Wis. Jct..... | Bayfield..... | 173.24 | ..... |
| | Eau Claire..... | Spooner..... | 81.51 | ..... |
| | Superior Jct..... | Duluth..... | 71.45 | ..... |
| | St. Paul..... | Le Mars..... | 245.76 | ..... |
| | Mo. riv. at Covington | Omaha..... | 123.06 | ..... |
| | St. Croix draw brdg. | Stillwater Switch.. | 4.55 | ..... |
| | Stillwater Jct..... | Stillwater..... | 5.30 | ..... |
| | River Falls Jct..... | Ellsworth..... | 24.82 | ..... |
| | Merrillan..... | Marshfield..... | 58.67 | ..... |
| | Ashland Jct..... | Ashland..... | 4.38 | ..... |
| | Ashland Shore Line. | | 1.31 | ..... |
| | West Eau Claire..... | Shaw's Mills..... | 2.74 | ..... |
| | Fairchild..... | Mondovi..... | 37.00 | ..... |
| | Menomonie Jct..... | Menomonie City..... | 3.01 | ..... |
| | Menomonie Jct..... | Cedar Falls..... | 2.01 | ..... |
| | Lake Crystal..... | Elmore..... | 45.48 | ..... |
| | Heron Lake..... | Pipestone..... | 55.10 | ..... |
| | Sioux Falls Junction. | Mitchell..... | 180.73 | ..... |
| | Luverne..... | Doon..... | 28.00 | ..... |
| | Coburn Jct..... | New Castle..... | 26.95 | ..... |
| | Emerson..... | Norfolk..... | 46.50 | ..... |
| | Wakefield..... | Hartington..... | 33.76 | ..... |
| | Wayne..... | Bloomfield..... | 43.14 | 1,422.64 |
| 5. Line operated under trackage rights— | | | | |
| St. Louis riv. bridge (N. P. Ry) | West Superior..... | Rice's Point..... | 1.59 | ..... |
| Great Northern Ry..... | St. Paul..... | Minneapolis..... | 11.40 | ..... |
| The Mpls. & St. Louis Ry..... | Minneapolis..... | Merriam Jct..... | 27.00 | ..... |
| Illinois Central R. R..... | Le Mars..... | Sioux City..... | 25.20 | ..... |
| Sioux City Bridge Co..... | Bridge across Mo. riv. | tracks at Sioux City.. | 3.90 | ..... |
| Sioux City & Pacific R. R..... | Sioux City..... | Sioux City bridge trk | .50 | 69.50 |
| Total..... | | | | 1,492.23 |

(Page 11.)

Name of All Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of Which Affect the General Balance Sheet—Pages 49 and 51.

Land grants owned in Wisconsin.

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|-------------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|-------------|
| | | | | | Rate. | Amount. |
| Capital Stock; common..... | 300,000 | \$100.00 | \$30,000,000 | \$21,408,298.33 | 8½% | \$649,285 |
| Capital Stock; preferred..... | 200,000 | 100.00 | 20,000,000 | 12,646,838.29 | 7% | 787,976 |
| Total..... | 500,000 | ..... | \$50,000,000 | \$34,055,136.62 | ..... | \$1,437,261 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|--|--------------------------------------|---|---|----------------------|
| Issued for cash; common..... | | | 53,461 | \$2,255,864.73 |
| Issued for cash; preferred..... | | | 20,466 | 2,058,853.00 |
| *Issued for reorganization; common..... | | | 66,381 | ..... |
| *Issued for reorganization; preferred..... | | | 29,333 | ..... |
| †Issued for purchase; common..... | | | 62,800 | ..... |
| †Issued for purchase; preferred..... | | | 62,800 | ..... |
| Issued and on hand; common..... | | | 28,441 | ..... |
| Issued and on hand; preferred..... | | | 13,869 | ..... |
| Total..... | | | 340,501 | \$4,314,717.73 |

*REMARKS—See page 16.

(Page 16.)

EXPLANATORY REMARKS.

*The Chicago, St. Paul & Minneapolis Ry. and the North Wisconsin Ry. Companies were consolidated May 25th, 1890, under the title of the Chicago, St. Paul, Minneapolis & Omaha Ry. Co. The last named company's stock was issued in exchange for the stock of the first named two companies at the rate of 1½ shares of C., St. P., M. & O. stock for one share of the other companies' stock. The capital stock of the two companies consolidated was as follows:

| | |
|---|-------------|
| Chicago, St. Paul & Minneapolis Ry. Co., common..... | \$4,000,000 |
| Chicago, St. Paul & Minneapolis Ry. Co., preferred..... | 1,000,000 |
| North Wisconsin Ry. Co., common..... | 1,200,000 |
| North Wisconsin Ry. Co., preferred..... | 1,200,000 |

†The C., St. P., M. & O. Ry. Co. purchased the St. Paul & Sioux City R. R., paying for same by exchanging its stock for that of the last named company share for share, as follows:

| | |
|----------------|-------------|
| Common..... | \$6,280,000 |
| Preferred..... | 6,280,000 |

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | Rate Per Ct. | INTEREST. | | |
|-----------------------------|----------------|-----------|-----------------------------|-----------------------------|-------------------------|---------------------------------|--------------|----------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First mortgage..... | 1878 | 1918 | \$3,000,000 | \$3,000,000 | \$2,564,000 | *..... | 6 | May 1 and Nov 1.... | \$158,280 | \$158,250.00 |
| First mortgage..... | 1880 | 1920 | 800,000 | 800,000 | 800,000 | *..... | 6 | Jan 1 and July 1.... | 48,000 | 48,000.00 |
| First mortgage..... | 1878 | 1908 | 125,000 | 125,000 | 125,000 | *..... | 8 | Jan 1 and July 1.... | 10,000 | 10,900.00 |
| First mortgage..... | 1879 | 1919 | 6,070,000 | 6,070,000 | 6,070,000 | *..... | 6 | Apr 1 and Oct 1.... | 364,200 | 365,250.00 |
| First mortgage..... | 1878 | 1908 | 334,800 | 334,800 | 334,800 | *..... | 7 | Jan 1 and July 1.... | 23,496 | 23,910.25 |
| Consolidated mortgage..... | 1880 | 1880 | 90,000,000 | 10,225,625 } 4,216,375 } | 10,225,625 4,216,375 | \$9,908,000.08 †..... | 6 | June 1 and Dec 1.... | 826,880 | 826,940.00 |
| First mortgage..... | 1880 | 1915 | 400,000 | 400,000 | 400,000 | *..... | 5 | May 1 and Nov 1.... | 17,500 | 17,500.00 |
| First mortgage..... | 1885 | 1880 | 1,500,000 | 1,500,000 | 1,500,000 | *..... | 5 | Mar 1 and Sept 1.... | ..... | ..... |
| Grand total..... | | | \$42,220,800 | \$26,671,900 | \$26,235,900 | \$9,908,000.08 | | | \$1,448,246 | \$1,460,150.25 |

* Assumed with road. † Issued in exchange.

In addition to the above, this company guarantees one-half of \$150,000 bonds of the Minneapolis Eastern Ry. Co.

(Page 28.) **RECAPITULATION OF FUNDED DEBT.**

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|---|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued during Year. | Amount Paid during Year. |
| Mortgage bonds—page 19 | | | | |
| Miscellaneous obligations—page 19 | | | | |
| Income bonds—page 19 | | | | |
| Equipment trust obligations—page 21 | | | | |
| Total | \$26,671,800 | \$26,235,800 | \$1,448,246.00 | \$1,400,150.25 |
| | | | | |
| | \$26,671,800 | \$26,235,800 | \$1,448,246.00 | \$1,400,150.25 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1890. | |
|---|------------------------|---|-----------------------|
| Cash | \$2,277,161.70 | Audited vouchers and accounts..... | \$300,370.32 |
| Bills receivable | 246.35 | Wages and salaries..... | \$24,579.06 |
| Due from agents | \$82,522.68 | Net traffic balances due to other companies..... | 185,707.35 |
| Due from solvent companies and individuals | 200,245.08 | Dividends not called for | 385,574.00 |
| Other cash assets (excluding materials and supplies)* | 569,181.29 | Matured interest coupons unpaid (inc'dg coupons due July 1) | 74,122.00 |
| Total cash and current assets | \$63,429,307.10 | Rents due July 1 | 9,082.27 |
| | | Miscellaneous | 549,745.34 |
| | | Total current liabilities | \$1,905,850.94 |
| | | Balance cash assets..... | 1,525,456.16 |
| Total | \$63,429,307.10 | Total | \$3,429,307.10 |

* Materials and supplies on hand, \$577,568.06. (See general balance sheet, page 49.)

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|---------------------------|-----------------|---------------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. (Page 11.) | Miles. | Amount. |
| Capital stock—page 17..... | \$84,050,126.62 | \$84,050,126.62 | ..... | 1,422.64 | \$23,934.00 |
| Bonds—page 19 (grand total)..... | 26,235,800.00 | 26,235,800.00 | ..... | 1,422.64 | 18,442.00 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | \$80,285,926.62 | \$80,285,926.62 | ..... | 1,422.64 | \$42,376.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|-----------------|-----------------|-----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Chicago, St. Paul, Minneapolis & Omaha Railway..... | \$84,050,126.62 | \$26,235,800.00 | \$80,285,926.62 | 1,422.64 | \$42,376.00 |
| Grand Total..... | \$84,050,126.62 | \$26,235,800.00 | \$80,285,926.62 | 1,422.64 | \$42,376.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|--|---|------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION— | | | | |
| Engineering | \$855.49 | | | |
| Right of way and station grounds..... | 41,017.68 | | | |
| Grading..... | 26,286.04 | | | |
| Bridges, trestles and culverts | 2,771.12 | | | |
| Ties..... | 8,887.58 | | | |
| Rails..... | 18,176.75 | | | |
| Track fastenings..... | 2,458.48 | | | |
| Frogs and switches | 2,958.18 | | | |
| Ballast..... | 1,760.21 | | | |
| Track laying and surfacing..... | 8,611.94 | | | |
| Fencing right of way..... | 1,802.89 | | | |
| Station buildings and fixtures..... | 1,275.00 | | | |
| Miscellaneous structures | 16,380.52 | | | |
| Interest and discount..... | 128.66 | | | |
| Total construction | \$102,294.43 | | | |
| Grand total cost construction, equip- ment, etc..... | \$102,294.43 | \$56,452,355.66 | \$56,554,650.09 | \$89,758.31 |
| Total cost construction, equipment, etc.—State of Minnesota*..... | | | \$14,608,878.48 | \$89,758.31 |

* Proportional on mileage basis.

†Deduct.

(Page 28.)

EXPLANATORY REMARKS.

It is impossible to give the details of the total cost to June 30, 1899.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|-----------------|----------------|
| Gross earnings from operation—page 35..... | \$10,476,406.98 | |
| Less operating expenses—page 45..... | 6,314,606.09 | |
| Income from operation..... | | \$4,161,800.89 |
| Dividends on stocks owned—page 37..... | \$73,580.00 | |
| Interest on bonds owned—page 39..... | 5,650.00 | |
| Miscellaneous income, less expenses—page 41..... | 80,084.55 | |
| Income from other sources..... | | 159,244.55 |
| Total income..... | | \$4,821,185.44 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 28..... | \$1,448,246.00 | |
| Taxes (includes revenue stamps) | 883,551.71 | |
| Total deductions from income..... | | \$1,881,797.71 |
| Net income..... | | \$2,489,387.78 |
| Dividends, 3½ per cent, common stock—page 17..... | \$649,285.00 | |
| Dividends, 7 per cent, preferred stock—page 17..... | 787,976.00 | |
| Total..... | | 1,437,261.00 |
| Surplus from operations of year ending June 30, 1899..... | | \$1,052,076.78 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report) | | 8,874,881.46 |
| Total..... | | \$4,926,958.19 |
| Deductions for year..... | | *420,173.00 |
| Surplus on June 30, 1899 (for entry on "general balance sheet," page 51)..... | | \$4,506,785.19 |

(Page 30.)

EXPLANATORY REMARKS.

*Sum appropriated by the board out of the net income of the year to be applied in payment of authorized changes of alignment, grades and additions to property, \$420,173.00.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEMS. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|--------------------|--|---------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$745,230.92 | | |
| Tickets redeemed..... | | \$4,186.89 | |
| Excess fares refunded..... | | 4,566.38 | |
| Other repayments..... | | 3,062.14 | |
| Total deductions | | \$11,815.41 | |
| Total passenger revenue..... | | | \$733,415.51 |
| Mail..... | | | 69,000.38 |
| Express..... | | | 43,620.76 |
| Extra baggage and storage..... | | | 17,945.29 |
| Total passenger earnings..... | | | \$863,981.94 |
| FREIGHT— | | | |
| Freight revenue..... | 3,806,154.73 | | |
| Overcharge to shippers..... | | \$33,406.63 | |
| Other repayments..... | | 283.14 | |
| Total deductions | | \$33,689.77 | |
| Total freight revenue..... | | | \$3,772,464.96 |
| Other items..... | | | 5,888.57 |
| Total freight earnings..... | | | \$3,778,353.53 |
| Total passenger and freight earnings..... | | | \$4,642,335.47 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Switching charges—balance..... | | | 2,021.43 |
| Rents from tracks, yards and terminals—page 41..... | | | 2,044.35 |
| Rents not otherwise provided for..... | | | 3,878.77 |
| Total other earnings..... | | | \$7,944.55 |
| Total gross earnings from operation—Minn..... | | | \$4,650,280.02 |
| Total gross earnings from operation—entire line..... | | | \$10,476,496.98 |

(Page 87.)

STOCKS OWNED.

Railway Stocks.

| NAME. | Total Par Value. | Rate. Per Ct. | Income or Dividend Received. | Valuation. |
|---|---------------------|------------------|------------------------------------|----------------|
| St. Paul Union Depot Co.'s stock..... | \$43,750.00 | 6 | \$2,625.00 | *88,450.00 |
| Minnesota Transfer Ry. Co.'s stock..... | 7,000.00 | ..... | ..... |  |
| Lake Sup. Term. & Trfr. Ry. Co.'s stock.... | 15,700.00 | ..... | ..... |  |
| Minneapolis Eastern Ry. Co.'s stock..... | 15,000.00 | ..... | ..... |  |
| Sioux City Bridge Co.'s stock..... | 472,900.00 | 15 | 70,935.00 | } 4,231,094.98 |
| Watonwan Valley Ry. Co.'s stock..... | 5,000.00 | ..... | ..... |  |
| C., St. P., M. & O. Ry. Co.'s capital stock.... | 4,231,094.98 | ..... | Par Value. | 4,231,094.98 |
| Total..... | \$4,790,444.98 | ..... | \$73,500.00 | \$4,819,544.98 |

* These stocks are held by this company for the purpose of control, and have no marketable value.

(Page 89.)

BONDS OWNED.

Railway Bonds.

| NAME. | Total Par Value. | Rate Per Ct. | Income or Interest Received. | Valuation. |
|--|---------------------|-----------------|------------------------------------|-------------|
| Minnesota Trans. Ry. 1st. mortgage bonds.. | \$113,000 | 5 | } \$5,650 { | \$113,000 |
| Minnesota Trans. Ry. 1st. mortgage bonds.. | 2,000 | 4 | | 2,000 |
| S. S. M. & S. W. Ry. 1st. mortgage bonds.... | 50,000 | ..... | ..... | 50,000 |
| C., St. P., M. & O. Ry. consol. mortg. bonds | 593,000 | ..... | ..... | 593,000 |
| Sup. Short Line Ry. 1st. mortgage bonds.... | 1,500,000 | ..... | ..... | 1,500,000 |
| Total..... | \$2,258,000 | ..... | \$5,650 | \$2,258,000 |

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|--------------------------|-------------------------------|--|-------------|-------------|
| Tracks | Omaha to Blair | F. E. & M. V. R. R. | \$21,964.80 | ..... |
| Tracks | Rice's Pt. to Duluth. | Eastern Ry. of Minn.... | 600.00 | ..... |
| Total | | | | \$22,564.80 |
| Terminals..... | Worthington | B., O. R. & N. Ry..... | \$509.16 | ..... |
| Terminals..... | Elmore..... | C. & N-W. Ry..... | 495.27 | ..... |
| Terminals..... | Mankato..... | C. & N-W. Ry..... | 499.92 | ..... |
| Terminals..... | Omaha..... | Missouri Pacific Ry.... | 1,200.00 | ..... |
| Total | | | | \$2,644.35 |
| Grand total | | | | \$25,209.15 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|---|---------------|----------------|---------------------------|
| Land grants (net proceeds of sales) | | | \$31,065.08 |
| Interest and exchange..... | | | 48,978.87 |
| Total | | | \$80,043.95 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|-----------------------|
| Repairs of roadway | \$992,514.40 |
| Renewals of rails | 71,451.73 |
| Renewals of ties | 175,992.63 |
| Repairs and renewals of bridges and culverts | 301,270.53 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 27,908.41 |
| Repairs and renewals of buildings and fixtures | 163,679.56 |
| Repairs and renewals of docks and wharves | 8,578.30 |
| Repairs and renewals of telegraph | 15,644.23 |
| Stationery and printing | 698.42 |
| Total | \$1,757,738.21 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-----------------------|
| Superintendence | \$62,563.11 |
| Repairs and renewals of locomotives | 461,019.63 |
| Repairs and renewals of passenger cars | 229,694.83 |
| Repairs and renewals of freight cars | 454,213.73 |
| Repairs and renewals of work cars | 24,652.99 |
| Repairs and renewals of shop machinery and tools | 47,341.74 |
| Stationery and printing | 708.24 |
| Other expenses | 28,428.20 |
| Total | \$1,308,622.47 |

CONDUCTING TRANSPORTATION.

| | |
|--|-----------------------|
| Superintendence | \$106,057.65 |
| Engine and roundhouse men | 571,266.50 |
| Fuel for locomotives | 680,834.84 |
| Water supply for locomotives | 30,330.21 |
| Oil, tallow and waste for locomotives | 18,274.59 |
| Other supplies for locomotives | 9,207.28 |
| Train service | 423,944.40 |
| Train supplies and expenses | 74,137.89 |
| Switchmen, flagmen and watchmen | 153,200.81 |
| Telegraph expenses | 116,994.28 |
| Station service | 375,071.84 |
| Station supplies | 41,175.21 |
| Switching charges—balance | 5,755.60 |
| Loss and damage | 29,259.58 |
| Injuries to persons | 59,408.09 |
| Clearing wrecks | 4,764.67 |
| Advertising | 8,746.27 |
| Outside agencies | 88,064.99 |
| Commissions | 13,541.00 |
| Stock yards and elevators | 81,090.36 |
| Rents for tracks, yards and terminals—page 47, B | 117,317.24 |
| Rents of buildings and other property | 6,125.46 |
| Stationery and printing | 43,266.12 |
| Total | \$3,037,864.88 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|---------------------|
| Salaries of general officers..... | \$76,908.42 |
| Salaries of clerks and attendants..... | 64,480.78 |
| General office expenses and supplies..... | 12,198.04 |
| Insurance..... | 9,636.18 |
| Law expenses..... | 14,725.22 |
| Stationery and printing (general offices)..... | 7,288.28 |
| Other expenses..... | 25,144.66 |
| Total..... | \$210,980.53 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$1,757,738.21 |
| Maintenance of equipment..... | 1,808,622.47 |
| Conducting transportation..... | 8,067,864.88 |
| General expenses..... | 210,980.53 |
| Grand total..... | \$6,814,006.09 |
| Percentage of expenses to earnings—entire line..... | 60.27 |

* OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$575,181.94 |
| Maintenance of equipment..... | 428,181.27 |
| Conducting transportation..... | 968,989.39 |
| General expenses..... | 68,886.51 |
| Total..... | \$2,066,139.11 |
| Percentage of expenses to earnings—Minnesota..... | 44.43 |

* Proportional—train mileage basis.

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|--------------------------|-------------------------------|---|-------------|---------------------|
| Tracks..... | St. Paul to Minneapolis.. | Great Northern Ry..... | \$36,338.10 | ..... |
| Tracks..... | Le Mars to Sioux City.... | Illinois Central R. R..... | 11,326.27 | ..... |
| Tracks..... | Min'polis to Merriam Jet. | The M. & St. L. R. R..... | 14,926.68 | ..... |
| Total..... | | | | \$62,591.06 |
| Terminals..... | St. Paul U. Depot Co..... | St. Paul U. Depot Co..... | \$8,727.56 | ..... |
| Terminals..... | Minneapolis U. Depot Co. | Minneapolis U. Ry. Co..... | 45,968.63 | ..... |
| Total..... | | | | \$54,726.19 |
| Grand total..... | | | | \$117,317.24 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | | |
|-----------------|-----------------|--------------------------------------|-----------------|----------------------------|----------------|-----------|
| | | ASSETS. | | | | |
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$56,452,355.66 | | { Cost of road—page 27..... } | \$56,554,650.09 | ..... | \$102,294.43 | ..... |
| 4,314,478.32 | | { Cost of equipment—page 29..... } | 4,319,544.98 | ..... | 5,066.66 | ..... |
| 2,256,000.00 | | Stocks owned—page 37..... | 2,258,000.00 | ..... | 2,000.00 | ..... |
| 2,494,976.49 | | Bonds owned—page 39..... | 8,429,307.10 | ..... | 934,330.61 | ..... |
| | | Cash and current assets—page 23..... |  |  |  | ..... |
| | | OTHER ASSETS— |  |  |  | ..... |
| | | Materials and supplies..... | 577,568.95 | ..... | 156,669.72 | ..... |
| | | Grand total | | \$67,139,071.12 | \$1,200,361.42 | ..... |
| | \$65,988,709.70 | | | | | |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | LIABILITIES. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|--------|--|-----------------|-----------------|----------------------------|------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$84,050,126.62 | | Capital stock—page 17..... | \$84,050,126.62 | ..... | ..... | ..... |
| 26,235,800.00 | | Funded debt—page 23..... | 26,235,800.00 | ..... | ..... | ..... |
| 1,394,994.23 | | Current liabilities—page 23..... | 1,005,850.94 | ..... | \$841,486.71 | ..... |
| 190,788.34 | | Accrued interest on funded debt not yet payable..... | 189,528.34 | ..... | ..... | \$1,200.00 |
| 222,749.05 | | Accrued taxes not yet due, etc..... | 250,980.03 | ..... | 28,230.98 | ..... |
| 3,874,881.46 | | Profit and loss—page 31..... | 4,506,785.19 | | 631,903.73 | |
| | | Grand total..... | | \$67,139,071.12 | \$1,200,361.42 | |
| \$65,988,706.70 | | | | | | |

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

7. During the year there were \$108,000.00 of consolidated mortgage bonds, to expire June 1st, 1930, exchanged for \$108,000.00 of first mortgage bonds, due May 1st, 1918, and the latter bonds canceled.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Express Companies.—American Express Company. The Railway Company to transport in cars attached to its passenger trains each way daily between all points on its line of railroad in the states of Wisconsin, Minnesota, Iowa, South Dakota and Nebraska, the messengers, safes, packing trunks and freight of the Express Company; also such persons as it becomes necessary to send over the Railway Company's lines on business of the Express Company. The Express Company to take charge of and deliver all money and valuable packages which the Railway Company may require to have sent or delivered by express, on the lines of railroad operated by the Express Company, free of all cost or expense to the Railway Company.

2. Mails.—This company carries United States mail. Compensation fixed by the United States postoffice department. No contracts.

3. Sleeping Cars.—The Wagner Palace Car Company runs sleeping cars on this company's railway, the Railway Company paying the Car Company on mileage basis.

(Page 57.) SECURITY FOR FUNDED DEBT—PAGE 23.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment Mortgaged.* |
|------------------------------|---------------------------|------------------------------------|--------|--------------------------------------|----------------------------|
| | From. | To. | Miles. | | |
| Mortgage bonds..... | Elroy..... | Lake St. Croix..... | 177.62 | \$18,401 | |
| Mortgage bonds..... | Merrillan..... | Marshfield..... | 37.04 | 18,401 | |
| Mortgage bonds..... | Fairchild..... | Mondovi..... | 37.00 | 18,401 | |
| Mortgage bonds..... | Hudson..... | River Falls..... | 12.30 | 18,401 | |
| Mortgage bonds..... | East St. Paul..... | Stillwater and Lake St. Croix..... | 20.96 | 18,401 | |
| Mortgage bonds..... | South Stillwater..... | Lake St. Croix..... | 5.00 | 18,401 | |
| Mortgage bonds..... | North Wisconsin Jct..... | Bayfield..... | 178.88 | 18,401 | |
| Mortgage bonds..... | Eau Claire..... | Chicago Jct..... | 79.72 | 18,401 | |
| Mortgage bonds..... | Superior Jct..... | Superior..... | 60.43 | 18,401 | |
| Mortgage bonds..... | Itasca Street Switch..... | Duluth..... | 10.88 | 18,401 | |
| Mortgage bonds..... | St. Paul..... | Le Mars..... | 246.00 | 18,401 | |
| Mortgage bonds..... | Lake Crystal..... | Elmore..... | 44.00 | 18,401 | |
| Mortgage bonds..... | Heron Lake..... | Pipestone..... | 56.90 | 18,401 | |
| Mortgage bonds..... | Laverne..... | Salem..... | 98.00 | 18,401 | |
| Mortgage bonds..... | Omaha..... | Decor..... | 28.00 | 18,401 | |
| Mortgage bonds..... | Covington..... | Coburn Jct..... | 115.00 | 18,401 | |
| Mortgage bonds..... | Emerson..... | Ponca..... | 28.00 | 18,401 | |
| Mortgage bonds..... | Wakarusa..... | Norfolk..... | 46.18 | 18,401 | |
| Mortgage bonds..... | River Falls..... | Hartington..... | 83.76 | 18,401 | |
| Mortgage bonds..... | Ashland Jct..... | Ellsworth..... | 13.00 | 18,401 | |
| Mortgage bonds..... | Salem..... | Ashland..... | 5.66 | 18,401 | |
| Mortgage bonds..... | Wayne..... | Mitchell..... | 82.96 | 18,401 | |
| Mortgage bonds..... | Randolph..... | Randolph..... | 21.68 | 18,401 | |
| Mortgage bonds..... | Menomonee Jct..... | Bloomfield..... | 21.09 | 18,401 | |
| Mortgage bonds..... | Red Cedar Falls..... | Menomonee City..... | 3.03 | 18,401 | |
| Mortgage bonds..... | West Eau Claire..... | Near Menomonee Jct..... | 2.06 | 18,401 | |
| Mortgage bonds..... | Ponca..... | Slavs Mills..... | 2.74 | 18,401 | |
| Mortgage bonds..... | | Newcastle..... | 10.62 | 18,401 | |

*Whole road and equipment.

(Page 50.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Com- pensation. |
|---|---------|---------------------------------------|------------------------------------|-------------------------------------|
| General officers | 18 | 6,570 | \$82,408.47 | \$12.54 |
| General office clerks | 148 | 54,020 | 111,945.97 | 2.07 |
| Station agents | 55 | 17,215 | 30,254.36 | 2.28 |
| Other station men | 201 | 62,918 | 120,470.87 | 1.91 |
| Enginemen | 91 | 28,483 | 117,118.53 | 4.11 |
| Firemen | 91 | 28,483 | 71,926.05 | 2.53 |
| Conductors | 56 | 17,528 | 58,109.05 | 3.32 |
| Other trainmen | 125 | 39,125 | 79,725.04 | 2.04 |
| Machinists | 219 | 68,547 | 138,109.90 | 2.02 |
| Carpenters | 90 | 30,087 | 64,335.53 | 2.07 |
| Other shopmen | 70 | 21,910 | 44,223.01 | 2.02 |
| Section foremen and roadmasters | 66 | 20,658 | 38,610.00 | 1.87 |
| Other trackmen | 288 | 93,274 | 130,037.65 | 1.39 |
| Switchmen, flagmen and watchmen | 108 | 34,804 | 84,584.45 | 2.50 |
| Telegraph operators and dispatchers | 72 | 22,536 | 52,635.90 | 2.34 |
| All other employees and laborers | 232 | 72,616 | 151,801.99 | 2.09 |
| Total (including general officers) Minn. | 1,949 | 618,669 | \$1,385,387.57 | \$2.24 |
| Less general officers | 18 | 6,570 | 82,408.47 | 12.54 |
| Total (excluding general officers) Minn. | 1,931 | 612,099 | \$1,302,979.10 | \$2.13 |
| Total (including general officers) entire line | 4,884 | 1,538,728 | \$3,281,858.10 | \$2.13 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Re- venue and Rates. Dols. Cts. Mills. |
|--|--|--|
| PASSENGER TRAFFIC— | | |
| *Number of passengers carried earning revenue..... | 626,592 | |
| *Number of passengers carried one mile..... | 31,873,773 | |
| *Number of passengers carried one mile per mile of road..... | 78,355 | |
| *Average distance carried..... | 50.87 | |
| Total passenger revenue—page 35..... | | \$783,415.51 |
| *Average amount received from each passenger..... | | 1.17 .054 |
| *Average receipts per passenger per mile..... | | .02 .301 |
| Total passenger earnings—page 35..... | | \$83,981.94 |
| Passenger earnings per mile of road..... | | 2,129.35 |
| Passenger earnings per train mile..... | | 1.04.772 |
| FREIGHT TRAFFIC— | | |
| *Number of tons carried of freight earning revenue..... | 2,284,529 | |
| *Number of tons carried one mile..... | 3 9,155,939 | |
| *Number of tons carried one mile per mile of road..... | 959,495 | |
| *Average distance haul of one ton..... | 179.41 | |
| Total freight revenue—page 35..... | | \$3,772,494.96 |
| *Average amount received for each ton of freight..... | | 1.65.131 |
| *Average receipts per ton per mile..... | | .069 |
| Total freight earnings—page 35..... | | \$3,778,353.53 |
| Freight earnings per mile of road..... | | 9,312.62 |
| Freight earnings per train mile..... | | 3.55.429 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 4,505,889.47 |
| Passenger and freight revenue per mile of road..... | | 11,165.07 |
| Passenger and freight earnings—page 35..... | | 4,612,335.47 |
| Passenger and freight earnings per mile of road..... | | 11,441.37 |
| Gross earnings from operation—page 35..... | | 4,650,280.02 |
| Gross earnings from operation per mile of road..... | | 11,460.95 |
| Gross earnings from operation per train mile..... | | 2.46.351 |
| *Operating expenses—page 45..... | | 2,006,139.11 |
| *Operating expenses per mile of road..... | | 5,062.15 |
| *Operating expenses per train mile..... | | 1.00.455 |
| *Income from operation..... | | 2,584,140.91 |
| *Income from operation per mile of road..... | | 6,368.80 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 896,554 | |
| Miles run by freight trains..... | 1,008,818 | |
| Miles run by mixed trains..... | 72,235 | |
| Total mileage trains earning revenue..... | 1,887,607 | |
| Miles run by switching locomotives..... | 632,840 | |
| Miles run by construction and other trains..... | 79,652 | |
| Grand total train mileage..... | 2,600,159 | |

* Proportional.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Re- venue and Rates. | | |
|--|--|-------------------------------------|-------|----------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 1,817,094 | ..... | ..... | ..... |
| Number of passengers carried one mile..... | 92,423,573 | ..... | ..... | ..... |
| Number of passengers carried one mile per mile of road..... | 61,937 | ..... | ..... | ..... |
| Average distance carried, miles..... | 50.86 | ..... | ..... | ..... |
| Total passenger revenue—page 35..... | ..... | 2,126,987.78 | ..... | ..... |
| Average amount received from each passenger..... | ..... | ..... | 1.17 | 054 |
| Average receipts per passenger per mile..... | ..... | ..... | ..... | 02.901 |
| Total passenger earnings—page 35..... | ..... | 2,557,202.65 | ..... | ..... |
| Passenger earnings per mile of road..... | ..... | ..... | 1.713 | 68 |
| Passenger earnings per train mile..... | ..... | ..... | ..... | 1.02.306 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 4,740,198 | ..... | ..... | ..... |
| Number of tons carried one mile..... | 308,181,761 | ..... | ..... | ..... |
| Number of tons carried one mile per mile of road..... | 541,568 | ..... | ..... | ..... |
| Average distance haul of one ton, miles..... | 170.50 | ..... | ..... | ..... |
| Total freight revenue—page 35..... | ..... | 7,827,558.94 | ..... | ..... |
| Average amount received for each ton of freight..... | ..... | ..... | 1.65 | 131 |
| Average receipts per ton per mile..... | ..... | ..... | ..... | 00.969 |
| Total freight earnings—page 35..... | ..... | 7,896,527.29 | ..... | ..... |
| Freight earnings per mile of road..... | ..... | ..... | 5.251 | 55 |
| Freight earnings per train mile..... | ..... | ..... | ..... | 2.39.596 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | ..... | 9,954,546.72 | ..... | ..... |
| Passenger and freight revenue per mile of road..... | ..... | ..... | 6.670 | 92 |
| Passenger and freight earnings—page 35..... | ..... | 10,396,729.94 | ..... | ..... |
| Passenger and freight earnings per mile of road..... | ..... | ..... | 6.965 | 23 |
| Gross earnings from operation—page 35..... | ..... | 10,476,496.98 | ..... | ..... |
| Gross earnings from operation per mile of road..... | ..... | ..... | 7.020 | 70 |
| Gross earnings from operation per train mile..... | ..... | ..... | ..... | 1.81.622 |
| Operating expenses—page 46..... | ..... | 6,814,606.09 | ..... | ..... |
| Operating expenses per mile of road..... | ..... | ..... | 4.231 | 66 |
| Operating expenses per train mile..... | ..... | ..... | ..... | 1.09.471 |
| Income from operation—page 31..... | ..... | 4,161,890.89 | ..... | ..... |
| Income from operation per mile of road..... | ..... | ..... | 2.739 | 04 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 2,398,608 | ..... | ..... | ..... |
| Miles run by freight trains..... | 2,959,942 | ..... | ..... | ..... |
| Miles run by mixed trains..... | 415,362 | ..... | ..... | ..... |
| Total mileage trains earning revenue..... | 5,768,312 | ..... | ..... | ..... |
| Miles run by switching locomotives..... | 1,333,140 | ..... | ..... | ..... |
| Miles run by construction and other trains..... | 254,228 | ..... | ..... | ..... |
| Grand total train mileage..... | 7,355,680 | ..... | ..... | ..... |
| Mileage of loaded freight cars—north or east..... | 27,981,119 | ..... | ..... | ..... |
| Mileage of loaded freight cars—south or west..... | 30,597,735 | ..... | ..... | ..... |
| Mileage of empty freight cars—north or east..... | 8,180,390 | ..... | ..... | ..... |
| Mileage of empty freight cars—south or west..... | 7,024,666 | ..... | ..... | ..... |
| Average number of freight cars in train..... | 21.85 | ..... | ..... | ..... |
| Average number of loaded cars in train..... | 17.94 | ..... | ..... | ..... |
| Average number of empty cars in train..... | 4.51 | ..... | ..... | ..... |
| Average number of tons of freight in train..... | 239.48 | ..... | ..... | ..... |
| Average number of tons of freight in each loaded car..... | 13.81 | ..... | ..... | ..... |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Car- riers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | 538,110 | 300,781 | 928,891 | 38.08 |
| Flour | 238,858 | 2,367 | 241,225 | 9.89 |
| Other mill products | 122,750 | 1,483 | 124,233 | 5.09 |
| Hay | 13,135 | 725 | 13,860 | .57 |
| Tobacco ..... | ..... | 12 | 12 | ..... |
| Fruit and vegetables | 11,407 | 21,332 | 32,739 | 1.34 |
| Live stock | 40,187 | 32,735 | 72,922 | 2.99 |
| Dressed meats | 3,237 | 1,712 | 4,949 | .20 |
| Other packing-house products | 3,679 | 1,153 | 4,832 | .20 |
| Poultry, game and fish | 4,240 | 1,350 | 5,590 | .23 |
| Wool | 178 | 81 | 259 | .01 |
| Hides and leather | 2,015 | 640 | 2,655 | .11 |
| Anthracite coal | 32,420 | 3,130 | 35,550 | 1.46 |
| Bituminous coal | 82,817 | 54,002 | 136,909 | 5.61 |
| Coke | 52 | 2,288 | 2,340 | .10 |
| Ores | 9,846 | 1,996 | 11,842 | .49 |
| Stone, sand and other like articles | 51,319 | 1,612 | 52,931 | 2.17 |
| Lumber | 205,108 | 76,780 | 281,888 | 11.55 |
| Petroleum and other oils | 2,730 | 12,175 | 14,905 | .61 |
| Sugar | 6,440 | 10,308 | 16,808 | .69 |
| Iron, pig and bloom | 2,182 | 4,015 | 6,197 | .25 |
| Iron and steel rails | 5,143 | 5,084 | 10,227 | .42 |
| Other castings and machinery | 7,882 | 17,503 | 25,385 | 1.04 |
| Bar and sheet metal | 800 | 2,216 | 3,016 | .12 |
| Cement, brick and lime | 22,499 | 5,834 | 28,333 | 1.16 |
| Agricultural implements | 6,442 | 21,507 | 27,949 | 1.14 |
| Wagons, carriages, tools, etc | 917 | 7,288 | 8,205 | .34 |
| Wines, liquors and beers | 3,773 | 5,170 | 8,943 | .37 |
| Household goods and furniture | 4,347 | 9,424 | 13,771 | .56 |
| Merchandise | 94,345 | 50,624 | 144,969 | 5.94 |
| Miscellaneous—other commodities not men- tioned above | 85,270 | 91,976 | 177,246 | 7.27 |
| Total tonnage—Minnesota | 1,602,128 | 837,453 | 2,439,581 | 100.00 |
| Total tonnage—entire line | 3,537,158 | 1,203,040 | 4,740,198 | ..... |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | | |
|---------------------------------------|---------------------------|------------------------------|------------------------------------|-----------------|--|------------------------------------|--|
| | | | No. | Name. | No. | Name. | |
| LOCOMOTIVES—Owned and Leased: | | | | | | | |
| Passenger..... | | 58 | 58 | Westinghouse. | 22 | Chicago. | |
| Freight..... | | 171 | 170 | New York. | 130 | Chicago. | |
| | | | 1 | Westinghouse. | | | |
| | | | 1 | Eames vacuum. | | | |
| Switching..... | | 40 | 22 | American steam. | 28 | Chicago | |
| | | | 17 | Westinghouse. | | | |
| Total locomotives in service..... | | 269 | 269 | | 180 | | |
| Total locomotives owned..... | | 269 | 269 | | 180 | | |
| CARS—Owned and Leased: | | | | | | | |
| IN PASSENGER SERVICE— | | | | | | | |
| First-class cars..... | | 78 | 78 | Westinghouse. | 78 | Note No. 1. | |
| Second-class cars..... | | 17 | 17 | Westinghouse. | 17 | Miller. | |
| Combination cars..... | | 25 | 25 | Westinghouse. | 25 | Note No. 2. | |
| Dining cars..... | | 1 | 1 | Westinghouse. | 1 | Miller. | |
| Parlor cars (including buffet)..... | | 9 | 9 | Westinghouse. | 9 | Miller. | |
| Baggage, express and postal cars..... | | 71 | 71 | Westinghouse. | 71 | Note No. 3. | |
| Total..... | | 201 | 201 | | 201 | | |
| IN FREIGHT SERVICE— | | | | | | | |
| Box cars..... | 1,000 | 7,104 | 6,404 | Westinghouse. | 7,104 | M. C. B. Coupler. Chicago. Janney. | |
| Flat cars..... | | 1,134 | 308 | Westinghouse. | 1,108 | 5,925 1,179 | |
| Stock cars..... | | 333 | 333 | Westinghouse. | 333 | 1,015 93 | |
| Coal cars..... | | 932 | 674 | Westinghouse. | 928 | 384 9 | |
| Refrigerator cars..... | | 85 | 85 | Westinghouse. | 85 | 922 6 | |
| Other cars in freight service..... | | 127 | 127 | Westinghouse. | 127 | 60 25 | |
| Total..... | 1,000 | 9,775 | 7,991 | | 9,745 | 101 26 | |
| IN COMPANY'S SERVICE— | | | | | | | |
| Officers' and pay cars..... | | 3 | 3 | Westinghouse. | 3 | Miller. | |
| Derrick cars..... | | 9 | | | 9 | 7 Chicago. | |
| Caboose cars..... | | 127 | | | 125 | 2 Janney. | |
| Other road cars..... | | 103 | | | 94 | Chicago. | |
| Rotary steam snow shovel..... | | 1 | | | 1 | 89 Chicago. | |
| Total..... | | 243 | 3 | | 232 | 5 Janney. | |
| Total cars in service..... | | 10,219 | 8,195 | | 10,178 | Chicago. | |
| Total cars owned..... | | 10,219 | 8,195 | | 10,178 | | |

NOTE No. 1—66 cars have Miller hooks.

10 cars have M. C. B. auto. couplers, passenger type (Chicago).

1 car has M. C. B. auto. coupler, freight type, 1 end (Chicago).

1 car has common link and pin freight draw bar, 1 end.

NOTE No. 2—12 cars have Miller hooks.

9 cars have M. C. B. auto. couplers, passenger type (Chicago).

4 cars have M. C. B. auto. couplers, freight type (Chicago).

NOTE No. 3—62 cars have Miller hooks.

6 cars have M. C. B. auto. couplers, passenger type (Chicago).

2 cars have M. C. B. auto. couplers, freight type (Chicago).

1 car has common link and pin freight bar, 1 end.

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Company. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|---------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 1,422.64 | | | | | 69.59 | 1,492.23 | | 69.14 | 1,853.50 |
| Miles of second track | 23.79 | | | | | | 23.79 | | 23.79 | 837.72 |
| Miles of yard track and sidings | 442.30 | | | | | | 442.30 | 11.50 | 104.58 | |
| Total mileage operated (all tracks) | 1,888.73 | | | | | 69.59 | 1,958.32 | 11.50 | 173.72 | 1,715.01 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Company. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|---------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Wisconsin | 629.07 | | | | | 1.59 | 629.07 | | 5.14 | 614.69 |
| Minnesota | 997.85 | | | | | 38.40 | 1,036.25 | | 26.18 | 941.17 |
| Iowa | 74.35 | | | | | 27.50 | 101.85 | | 17.44 | 57.11 |
| South Dakota | 88.20 | | | | | | 88.20 | | 88.20 | |
| Nebraska | 272.47 | | | | | 2.10 | 274.57 | | 30.38 | 252.00 |
| Total mileage operated (single track) | 1,422.64 | | | | | 69.59 | 1,492.23 | | 69.14 | 1,353.50 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Company. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|---------------------------|----------------------------|------------------------------------|--------------------------------------|----------------------|-----------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Wisconsin | 629.07 | | | | | | 629.07 | | 5.14 | 614.69 |
| Minnesota | 997.85 | | | | | | 1,036.25 | | 26.18 | 941.17 |
| Iowa | 74.35 | | | | | | 101.85 | | 17.44 | 57.11 |
| South Dakota | 88.20 | | | | | | 88.20 | | 88.20 | |
| Nebraska | 272.47 | | | | | | 272.47 | | 30.38 | 252.00 |
| Total mileage owned (single track) | 1,422.64 | | | | | | 1,422.64 | | 69.14 | 1,353.50 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 367.35 | | | | | 38.40 | 405.75 | | 26.18 | 341.17 |
| Miles of second track..... | 18.89 | | | | | | 18.89 | | | 18.89 |
| Miles of yard track and sidings..... | 145.60 | | | | | | 145.60 | 7.33 | | |
| Total mileage operated (all tracks)..... | 529.84 | | | | | 38.40 | 508.24 | 7.33 | 26.18 | 390.00 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|--------|--|--|--|--|-------|--------|--|-------|--------|
| STATE OF MINNESOTA— | | | | | | | | | | |
| Minnesota..... | 367.35 | | | | | 38.40 | 405.75 | | 26.18 | 341.17 |
| Total mileage operated (single track)..... | 367.35 | | | | | 38.40 | 405.75 | | 26.18 | 341.17 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota..... | 367.35 | | 367.35 | | 26.18 | 341.17 |
| Total mileage owned (single track)..... | 367.35 | | 367.35 | | 26.18 | 341.17 |

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID DURING YEAR—KIND. | Number. | Average Price at Distributing Point. |
|---------------------------------|---------------|--------------------------------------|
| White oak | 48,237 | \$0.46 |
| Pine..... | 55 | .24 |
| Tamarack..... | 980 | .23 |
| Cedar..... | 22,628 | .35 |
| Culls..... | 5,073 | .13 |
| Total..... | 76,983 | \$0.40 |

New Rails Laid during the Year—Steel 1,039 tons. Weight per yard, 80 lbs. Average price per ton at distributing point, \$19.17.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|---|-------------------------|--------------------|----------------------------|------------------|-----------------------------------|
| Passenger | 35,499 | 580 | 35,789 | 823,679 | 86.90 |
| Freight | 58,057 | 957 | 58,535 | 1,308,475 | 89.47 |
| Switching..... | 27,370 | 463 | 27,602 | 632,840 | 87.23 |
| Construction | 3,317 | 57 | 3,346 | 79,652 | 84.02 |
| Total..... | 124,243 | 2,057 | 125,272 | 2,844,646 | 88.08 |
| Average cost at distributing point.. | \$2.17 | \$1.02 | \$2.17 | | |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--------------------------------------|------------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling..... | 1 | 4 | ..... | 3 | ..... | ..... | 1 | 7 |
| Falling from trains and engines..... | 1 | 1 | 1 | 1 | ..... | ..... | 2 | 2 |
| Overhead obstructions..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Other causes..... | ..... | 3 | ..... | 1 | 1 | 10 | 1 | 14 |
| Total..... | 2 | 9 | 1 | 5 | 1 | 10 | 4 | 24 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|----------------------------|-------------|---------|--------------|---------|------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Other train accidents..... | | | | | | 1 | ..... | 1 |
| Other causes..... | | | 5 | 4 | ..... | 3 | 5 | 7 |
| Total..... | | | 5 | 4 | ..... | 4 | 5 | 8 |

(Page 70.)

EXPLANATORY REMARKS.

| DATE. | Killed. | Injured. | Other Causes—Minnesota. |
|-------------------|---------|----------|--|
| 1898. | | | |
| July 4..... | ..... | 1 | Team frightened by engine, ran away. |
| July 21..... | ..... | 1 | Fell on stock yard fence. |
| August 9..... | ..... | 1 | Crank coming off machine—other employe. |
| August 14..... | 1 | ..... | Stealing ride on work train—trespasser. |
| August 25..... | ..... | 1 | Jumping from moving engine—switchman. |
| September 18..... | ..... | 1 | Working on track. |
| September 20..... | ..... | 1 | Head bruised working under bridge. |
| October 12..... | 1 | ..... | Found dead on track—other employe. |
| October 13..... | ..... | 1 | Fell in hole in ground—trainman. |
| October 15..... | ..... | 1 | Found on track—trespasser. |
| October 18..... | ..... | 1 | Falling from warehouse door—other employe. |
| October 20..... | ..... | 1 | Asleep on track—trainman. |
| October 28..... | ..... | 1 | Foot crushed by engine—trainman. |
| November 17..... | ..... | 1 | Stealing ride—trespasser. |
| November 21..... | ..... | 1 | Sudden movement of car—other employe. |
| December 12..... | ..... | 1 | Sudden movement of car—other employe. |
| December 13..... | ..... | 1 | Fell into turn-table pit—other employe. |
| 1899. | | | |
| January 9..... | ..... | 1 | Fell into cinder pit—other employe. |
| January 21..... | ..... | 1 | Climbing between cars. |
| March 2..... | 1 | ..... | Found dead on track—trespassing. |
| March 14..... | 1 | ..... | Stealing ride—trespassing. |
| April 1..... | 1 | ..... | Driving on track—trespassing. |
| April 18..... | ..... | 1 | Stealing ride—trespasser. |
| May 1..... | ..... | 1 | Struck by flying spike—other employe. |
| May 24..... | ..... | 1 | Falling from paint car door—other employe. |
| June 3..... | 1 | ..... | Walking track—trespasser. |
| June 8..... | ..... | 1 | Stealing ride—trespasser. |
| 1898. | | | |
| August 12..... | ..... | 1 | Other Train Accidents—Minnesota— Air hose bursting, sudden stop of train. |

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | |
|---|---------------------------|--------|--------------------------|--|--|---|-------------------|-----------------------------|--------------------|-----------------------------|
| From. | To. | Miles. | Num- ber of Curves | Aggreg't Length of Curved Lines, Miles. | Length of Straight Track, Miles. | Length of Level Track, Miles. | Ascending Grades. | | Descending Grades. | |
| | | | | | | | No. | Sum of Ascents, Feet. | No. | Sum of Descents Feet. |
| St. Croix River Jct. with Stillwater Junction..... | G. N. Ry., St. Paul..... | 17.64 | 20 | 3.57 | 14.07 | 2.84 | 14 | 380.0 | 17 | 301.5 |
| St. Croix draw bridge.... | Stillwater switch..... | 3.30 | 5 | 1.93 | 1.37 | .17 | 5 | 66.2 | 4 | 198.1 |
| Kiess Point, Duluth..... | St. P. & D. conn., Duluth | 4.55 | 13 | 1.30 | 3.25 | 1.27 | 5 | 2.59 | 3 | 18.5 |
| St. Paul..... | Iowa state line..... | 2.00 | 5 | .41 | 2.19 | 2.10 | 1 | 2.2 | 2 | 16.5 |
| Lake Crystal..... | Elmore..... | 187.59 | 150 | 33.95 | 153.64 | 67.35 | 315 | 2,135.0 | 217 | 1,200.8 |
| Heron Lake..... | Pipestone..... | 43.48 | 22 | 4.90 | 38.58 | 15.96 | 54 | 429.2 | 45 | 390.5 |
| Luverne..... | Iowa state line..... | 55.10 | 44 | 7.97 | 47.13 | 15.15 | 118 | 866.5 | 73 | 558.0 |
| Sioux Falls Jct..... | South Dakota state line. | 10.56 | 2 | .37 | 10.19 | 3.33 | 39 | 506.0 | 15 | 77.0 |
| Total..... | | 42.53 | 25 | 6.84 | 35.69 | 9.34 | 39 | 506.0 | 59 | 752.0 |
| | | 397.35 | 286 | 61.24 | 306.11 | 117.51 | 546 | 4,385.1 | 435 | 3,422.9 |
| | | | | | | | | | | 107.17 |

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length. | Minimum Length. | Maximum Length. | ITEM. | Number. | Height of Lowest Above Surface of Rail. |
|---------------|---------|-------------------|-----------------|-----------------|-----------------------------|---------|---|
| | | Feet. | Feet. | Feet. | | | Feet. In. |
| BRIDGES— | | | | | Overhead Highway Crossings— | | |
| Stone..... | 28 | 217 | 3 | 10 | Bridges..... | 13 | 17.6 |
| Iron..... | 9 | 2,161 | 14 | 1,321 | | | |
| Wooden..... | 3 | 370 | 48 | 152 | | | |
| Total..... | 40 | 2,748 | | | Overhead Railway Crossings— | | |
| Trestles..... | 679 | 42,097 | | | Bridges..... | 4 | 17.6 |

Gauge of track, 4 feet, 8½ inches. 367.35 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making This Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|-----------------------------|-----------------------------|
| 359.45 | 2,306.63 | Western Union Telegraph Co. | Western Union Telegraph Co. |

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

The C., St. P., M. & O. Ry. Co. paid mileage to individual, co-operative and fast freight lines and stock companies during the year ending June 30, 1899, as follows:

| To WHOM PAID. | Amount. | RATE, CENTS. | | |
|---|------------|--------------|--------|-------|
| | | Common | Refrg. | Tank. |
| FREIGHT CAR MILEAGE. | | | | |
| Armour Car Lines..... | \$3,481.67 | 6-10 | 1 3-4 | |
| Arms Palace Horse Car Co..... | 99.42 | 6-10 | | |
| American Refrigerator Transit Co..... | 387.26 | | 3-4 | |
| Archer & Co..... | 2.98 | | | 3-4 |
| American Cereal Co. Despatch..... | 26.43 | 6-10 | | |
| Atlanta Stone, Coal & Lumber Co..... | 5.48 | 6-10 | | |
| American Brewing Co. Refrigerator Line..... | 8.93 | | 3-4 | |
| American Live Stock Transportation Co..... | .83 | 6-10 | | |
| American Linseed Oil Tank Line..... | 90.10 | | | 3-4 |
| Barrett & Barrett Refrigerator Line..... | 14.08 | 6-10 | | |
| Burton Stock Car Co..... | 29.72 | 6-10 | | |
| Blue Line..... | 105.18 | 6-10 | | |
| Creamery Package Mfg. Co..... | 3.47 | 6-10 | | |
| Central Equipment Co..... | .39 | 6-10 | | |
| Cudahy Refrigerator Line..... | 3,886.05 | | 1 | 3-4 |
| Canadian Pacific Despatch..... | 232.94 | 6-10 | | |
| Canda Cattle Car Co..... | 1,857.14 | 6-10 | | |
| Consolidated Cattle Car Co..... | 9.23 | 6-10 | | |
| Continental Fruit Express..... | 524.94 | | 1 | |
| California Fruit Transportation Co..... | 325.15 | | 3-4 | |
| Canada Southern Line..... | 19.45 | 6-10 | | |
| Commerce Despatch Line..... | 345.83 | 6-10 | | |
| Cudahy Milwaukee Refrigerator Line..... | 36.52 | | 1 | |
| Cold Blast Transportation Co..... | 577.74 | | 1 | |
| Craig Oil Co..... | 13.04 | | | 3-4 |
| C. B. Havens & Co..... | 17.95 | 6-10 | | |
| Chicago, New York & Boston Refrg. Co..... | 386.84 | | 3-4 | |
| Chicago Refrigerator Car Line..... | 122.93 | | 3-4 | |
| Cedar Rapids Refrigerator Express..... | 1.49 | | 3-4 | |
| Cleveland Provision Co..... | 22.27 | 6-10 | 3-4 | |
| Crocker Chair Co..... | 2.28 | 6-10 | | |
| Dairy Dealers Despatch..... | 34.87 | | 3-4 | |
| Empire Line..... | 119.07 | 6-10 | 3-4 | |
| Express Coal Co..... | 9.29 | 6-10 | | |
| Excelsior Horse Car Line..... | 7.82 | 6-10 | | |
| Fred Krug Brewing Co..... | 13.88 | | 3-4 | |
| Goodell Refrigerator Co..... | 1.16 | | 3-4 | |
| Geiser Manufacturing Co..... | 23.32 | 6-10 | | |
| Great Eastern Line..... | 23.05 | 6-10 | | |
| Globe Refining Co..... | 39.23 | | | 3-4 |
| Hammond Refrigerator Line..... | 3,116.88 | | 1 | |
| Horlick's Food Co. Car Line..... | 9.78 | 6-10 | | |
| International & Seaboard Refrigerator Line..... | 5.81 | | 3-4 | |
| Indiana Tank Line..... | 20.15 | | | 3-4 |
| Jacob Dold Packing Co..... | 52.13 | | 1 | |
| J. G. Brill Co..... | 5.98 | 6-10 | | |
| Kansas City Dressed Beef Line..... | 2,295.26 | 6-10 | 1 | |
| Kingan Refrigerator Line..... | .35 | | 3-4 | |
| Kingman & Co..... | 6.10 | 6-10 | | |
| Kansas Manufacturers' Despatch..... | 4.49 | 6-10 | | |
| Kentucky Refining Co..... | 3.04 | | | 3-4 |
| Lipton Car Lines..... | 22.42 | | 3-4 | |
| Live Poultry Transportation..... | 13.29 | 6-10 | | |
| Libby, McNeill & Libby Refrigerator Line..... | 4.88 | | 1 | |
| Laurel Hill Car & Coal Co..... | 27.42 | 6-10 | | |
| Merchants' Despatch Transportation Co..... | 1,886.98 | 6-10 | 3-4 | |
| Mather Horse & Stock Car Co..... | 53.86 | 6-10 | | |
| Menasha Woodenware Co..... | 30.15 | 6-10 | | |
| Mann Bros..... | 20.67 | 6-10 | | |
| Mattoon Mfg. Co..... | 2.28 | 6-10 | | |
| Mansur & Tebbets Implement Co..... | 4.42 | 6-10 | | |
| Manhattan Oil Co..... | 3.04 | | | 3-4 |
| National Linseed Oil Co..... | 31.84 | 6-10 | | 3-4 |
| North & South Rolling Stock Co..... | 43.95 | 6-10 | 3-4 | |

(Page 77.)

CAR MILEAGE—Continued.

| TO WHOM PAID. | Amount. | RATE, CENTS. | | |
|---|-------------|--------------|---------|-------|
| | | Common | Refrg. | Tank. |
| FREIGHT CAR MILEAGE. | | | | |
| National Rolling Stock Co. | 23.73 | 6-10 | | |
| National Despatch Line. | 41.89 | 6-10 | | |
| Nelson Morris & Co. | 54.39 | | 1 | |
| Omaha Packing Co. | 1,061.86 | | 1 | |
| Omaha Brewing Association. | 43.98 | | 3-4 | |
| Peerless Tank Line. | 8.04 | | | 3-4 |
| Peavey Grain Line. | 10.16 | 6-10 | | |
| Provision Dealers' Despatch. | 10.43 | | 3-4 | |
| Robert Foggan | 2.90 | | | 3-4 |
| Red Line. | 41.17 | 6-10 | | |
| Rock Falls Manufacturing Co. | 8.10 | 6-10 | | |
| Swift Refrigerator Line. | 3,246.22 | 6-10 | | |
| St. Charles Refrigerator Despatch. | 77.08 | | 3-4 & 1 | |
| St. Louis Refrigerator Car Co. | 227.63 | | 3-4 | |
| Southern Despatch Lumber Line. | 9.36 | 6-10 | 3-4 | |
| Santa Fe Refrigerator Line. | 47.06 | | 3-4 | |
| Southern Iron Car Line. | 12.89 | 6-10 | | |
| Streets' Western Stable Car Line. | 5,270.42 | 6-10 | | |
| Samuel Cupples' Woodenware Co. | 8.81 | 6-10 | | |
| St. Paul Refrigerator Car Co. | 281.50 | | 3-4 | |
| Spring Valley Coal Co. | 7.64 | 6-10 | | |
| South Eastern Line. | 8.10 | 6-10 | | |
| Shippers' Refrigerating Car Co. | 8.46 | | 3-4 | |
| Southern Freight Line. | 5.16 | 6-10 | | |
| Union Tank Line. | 2,202.68 | 6-10 | | 3-4 |
| Union Refrigerator Transit Co. | 2,825.29 | 6-10 | 3-4 & 1 | |
| Venice Transportation Co. | 86.22 | 6-10 | | |
| Western Refrigerator Line. | 208.25 | | 3-4 & 1 | |
| White Line. | 84.67 | 6-10 | | |
| Western Equipment & Car Co. | 19.77 | 6-10 | | |
| Western Refrigerator Transit Co. | 50.72 | | 3-4 | |
| Total. | \$85,983.81 | | | |
| PASSENGER CAR MILEAGE. | | | | |
| Pullman Palace Car Co. | 183.85 | | 1 & 3 | |
| Pullman Palace Car Co. account K. C., St. J. & C. | | | | |
| B. R. R. | 1,401.92 | | 2 | |
| Wagner Palace Car Co. | 15,661.60 | | 1 | |
| Total. | \$17,232.37 | | | |

Duluth & Iron Range Railroad Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Duluth & Iron Range Railroad Company.
2. Date of organization? Dec. 21, 1874.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under General Laws of the State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

(Page 5.)

ORGANIZATION.

| Name of Director. | Postoffice Address. | Date of Expiration of Term. |
|-------------------------|---------------------|-----------------------------|
| H. H. Porter..... | New York, N. Y..... | June, 1900. |
| Marshall Field..... | Chicago, Ill..... | June, 1900. |
| George S. Brewster..... | New York, N. Y..... | June, 1900. |
| J. L. Greatsinger..... | Duluth, Minn..... | June, 1900. |
| J. H. Chandler..... | Chicago, Ill..... | June, 1900. |
| D. H. Bacon..... | Duluth, Minn..... | June, 1901. |
| C. P. Coffin..... | Chicago, Ill..... | June, 1901. |
| M. J. Carpenter..... | Chicago, Ill..... | June, 1901. |
| E. W. Winter..... | St. Paul, Minn..... | June, 1901. |
| D. O. Mills..... | New York, N. Y..... | June, 1902. |
| H. M. Flagler..... | New York, N. Y..... | June, 1902. |
| C. W. Hillard..... | Chicago, Ill..... | June, 1902. |
| A. R. Flower..... | New York, N. Y..... | June, 1902. |

Total number of stockholders at date of last election? 18.

Date of last meeting of stockholders for election of directors? June 12, 1899.

Give postoffice address of general office? Duluth, Minn.

Give postoffice address of operating office? Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? A. H. Viele, Auditor, Duluth, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|--|------------------------|---------------------|
| President | J. L. Greatsinger..... | Duluth, Minn. |
| First Vice-President..... | C. W. Hillard..... | Chicago, Ill. |
| Secretary and Treasurer...C. P. Coffin..... | | Chicago, Ill. |
| Asst. Sec. and Asst. Treas... Thomas Murray..... | | New York, N. Y. |
| General Solicitor..... | J. H. Chandler..... | Chicago, Ill. |
| Att'y, or Gen. Counsel.... | | |
| Auditor..... | A. H. Viele | Duluth, Minn. |
| General Manager..... | J. L. Greatsinger..... | Duluth, Minn. |
| Chief Engineer..... | R. Angst..... | Duluth, Minn. |
| General Superintendent... Thomas Owens.. | | Two Harbors, Minn. |
| Asst. Gen. Superintendent..A. D. Holliday.. | | Two Harbors, Minn. |
| Master Mechanic..... | H. S. Bryan.... | Two Harbors, Minn. |
| Supt. of Telegraph..... | A. D. Holliday.. | Two Harbors, Minn. |
| General Freight Agent... | A. H. Viele | Duluth, Minn. |
| General Passenger Agent | | |
| General Ticket Agent.... | | |
| General Baggage Agent.. | | |
| Land Commissioner..... | B. P. Crane..... | Duluth, Minn. |
| Asst. Land Commissioner.. | L. B. Arnold.... | Minneapolis, Minn. |

(Page 9, A.) PROPERTY OPERATED STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named | Miles of Line for Each Class of Rd's Named. |
|--|--------------------------|--------------------------|---|--|
| | From. | To. | | |
| 1. a. The Duluth & Iron Range R. R. Co..... | Duluth..... | Tower Junction..... | 95.81 | ..... |
| | Tower Junction..... | Tower..... | 1.40 | ..... |
| | Tower Junction..... | Ely..... | 21.91 | ..... |
| | Allen Junction..... | Virginia..... | 25.90 | ..... |
| | Mariska..... | Eveleth..... | 4.94 | ..... |
| | McKinley..... | Fayal Mine..... | 8.58 | ..... |
| b..... | Branches and spurs..... | | 28.68 | 184.08 |
| 5. | Union Depot, Duluth..... | 5th ave. E., Duluth..... | | .90 |
| Total..... | | | | 184.88 |

(Page 11.) PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal or other Properties, the Earnings and Expenses
of which Affect the General Balance Sheet—Pages 49 and 51.

Swamp land grant in Minnesota.

Character of Business—Examining and locating lands, also sale of same.

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Author- ized. | Par Value of Shares. | Total Par Value Author- ized. | Total Amount Issued and Out- standing. | Dividends Declared During Year. | |
|----------------------------|---|-------------------------------|--|--|------------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | 100,000 | \$100 | \$10,000,000 | \$8,000,000.00 | ..... | ..... |
| Total..... | 100,000 | \$100 | \$10,000,000 | \$8,000,000.00 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued Dur- ing Year. | Cash Realized on Amount Issued Dur- ing Year. | Total Num- ber Shares Issued and Outstand- ing. | Total Cash Realized. |
|------------------------------|---|---|---|-------------------------|
| Issued for cash, common..... | | | 90,000 | \$8,000,000.00 |
| Total..... | | | 90,000 | \$8,000,000.00 |

(Page 19.)

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | Rate Per Cent. | INTEREST. | | |
|----------------------------------|----------------|--------------|-----------------------------|-----------------|---------------------|---------------------------------|----------------|----------------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First mortgage..... | Oct. 1, 1887 | Oct. 1, 1887 | \$6,734,000.00 | \$6,734,000.00 | \$6,734,000.00* | ..... | 5 | April 1.. } Oct. 1... } | \$338,600.00 | \$340,250.00 |
| Second mortgage..... | Jan. 1, 1896 | Jan. 1, 1916 | 5,000,000.00 | 5,000,000.00 | 5,000,000.00* | ..... | 6 | Jan. 1... } July 1... } | 270,000.00 | 270,000.00 |
| Mortgage bonds..... | ..... | ..... | 11,734,000.00 | 11,734,000.00 | 11,734,000.00 | ..... | ..... | ..... | 606,600.00 | 610,250.00 |
| † Miscellaneous obligations..... | ..... | ..... | 500,000.00 | 500,000.00 | 500,000.00 | ..... | ..... | ..... | ..... | ..... |
| Grand total..... | ..... | ..... | \$12,234,000.00 | \$12,234,000.00 | \$12,234,000.00 | ..... | ..... | ..... | \$903,600.00 | \$910,250.00 |

*See opposite page as to first and second mortgage bonds.

(Page 18.)

EXPLANATORY REMARKS.

The authorized issue of this company's 5 per cent first mortgage bonds is: First. For the purpose of paying off and retiring \$2,500,000 outstanding 6 per cent first mortgage bonds and also for the improvement and further equipment of its railroad from Duluth to Tower, and also for the purchase, construction and improvement of ore and merchandise docks and terminal facilities \$3,500,000. Second. An additional amount per mile for every mile of single track extensions and branches thereafter acquired or constructed, per mile, \$25,000. Third. An additional amount for every mile for additional equipment, not exceeding in cost \$7,000. Fourth. An additional amount for every mile of double main track, \$12,000. The authorized issue of this company's 6 per cent second mortgage bonds is for the purpose of paying off and retiring \$3,500,000 outstanding income certificates and for the payment or funding of any outstanding obligations of the railroad company and for the improvement and further equipment of its line of railroad, and also for the purchase, construction and improvement of ore and merchandise docks and terminal facilities.

† Miscellaneous Obligations—Land grant mortgage covering swamp lands granted to the railroad company by the state of Minnesota.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|-----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | \$11,734,000.00 | \$11,734,000.00 | \$806,600.00 | \$810,250.00 |
| Miscellaneous obligations—page 19..... | 500,000.00 | 500,000.00 | ..... | ..... |
| Income bonds—page 19..... | ..... | ..... | ..... | ..... |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... |
| Total..... | \$12,234,000.00 | \$12,234,000.00 | \$806,600.00 | \$810,250.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|---|---|
| Cash..... | \$606,316.34 | Loans and bills payable..... |
| Bills receivable..... | 231,813.07 | Audited vouchers and accounts..... |
| Due from agents..... | 10,561.83 | Wages and salaries..... |
| Due from solvent companies and individuals..... | 1,286,151.02 | Matured interest coupons unpaid (including coupons due July 1)..... |
| Net traffic balances due from other companies..... | 6,005.54 | Miscellaneous..... |
| Total cash and current assets..... | \$2,524,847.80 | Total current liabilities..... |
| | | Balance cash assets..... |
| Total..... | \$2,524,847.80 | Total..... |

Materials and supplies on hand, \$119,043.60. See general balance sheet—page 49.

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|------------------------|-------------------------|-----------------------------|--------------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| | | | | | |
| Capital stock—page 17..... | \$3,000,000.00 | \$3,000,000.00 | ..... | 184.03 | \$16,392.00 |
| Bonds—page 19 (grand total)..... | 12,234,000.00 | 12,234,000.00 | ..... | 184.03 | 66,478.00 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total | \$15,234,000.00 | \$15,234,000.00 | ..... | 184.03 | \$82,780.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|-----------------------|------------------------|------------------------|-----------------------------|--------------------|
| | | | | Miles. | Amount. |
| | | | | | |
| The Duluth & Iron Range Railroad Co. | \$3,000,000.00 | \$12,234,000.00 | \$15,234,000.00 | 184.03 | \$82,780.00 |
| Grand total | \$3,000,000.00 | \$12,233,000.00 | \$15,234,000.00 | 184.03 | \$82,780.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. Miles 184.03 |
|--|---|------------------------------------|------------------------------------|-----------------------------------|
| CONSTRUCTION— | | | | |
| Engineering | \$904.17 | \$143,926.08 | \$144,830.25 | \$786.99 |
| Right of way and station grounds | | 5,079,137.53 | 5,079,137.53 | 27,599.51 |
| Grading | 10,088.55 | 2,815,288.62 | 2,825,377.17 | 15,352.81 |
| Bridges, trestles and culverts | 2,991.23 | 198,057.86 | 201,049.09 | 1,092.48 |
| Ties | 4,890.27 | 186,003.14 | 190,803.41 | 1,037.29 |
| Rails | 34,052.32 | 699,172.00 | 700,224.32 | 3,804.95 |
| Track fastenings | 8,592.16 | 112,870.78 | 121,462.94 | 660.02 |
| Frogs and switches | 1,840.85 | 91,569.00 | 93,409.85 | 507.58 |
| Ballast | 2,316.26 | 376,846.99 | 379,163.25 | 2,060.33 |
| Tracklaying and surfacing | 289.81 | 135,724.50 | 136,014.31 | 739.09 |
| Fencing right of way | | 15,962.37 | 15,962.37 | 86.90 |
| Crossings, cattle guards and signs | | 9,072.00 | 9,072.00 | 49.30 |
| Telegraph lines | | 28,471.85 | 28,471.35 | 154.71 |
| Station buildings and fixtures | | 36,126.43 | 36,126.43 | 196.31 |
| Shops, roundhouses and turntables | | 219,950.00 | 219,950.00 | 1,195.18 |
| Shop machinery and tools | | 57,134.03 | 57,134.03 | 310.46 |
| Water stations | 4,217.78 | 48,550.00 | 52,767.78 | 286.73 |
| Fuel stations | | 28,894.50 | 28,894.50 | 157.01 |
| Docks and wharves | 52,647.42 | 1,227,830.44 | 1,280,477.86 | 6,957.98 |
| Electric-light plants | | 10,987.32 | 10,987.32 | 59.70 |
| Miscellaneous structures | 1,365.19 | 33,566.00 | 34,960.19 | 189.97 |
| Interest and discount | | 388,695.27 | 388,695.27 | 2,112.13 |
| General expenses | | 79,518.47 | 79,518.47 | 432.10 |
| Total construction | \$124,196.01 | \$11,990,413.68 | \$12,114,609.69 | \$65,829.53 |
| EQUIPMENT— | | | | |
| Locomotives | \$27,748.55 | \$611,563.15 | \$639,311.70 | \$3,473.95 |
| Passenger cars | | 46,229.62 | 46,229.62 | 251.21 |
| Baggage, express and postal cars | | 5,130.00 | 5,130.00 | 27.87 |
| Combination cars | | 11,242.20 | 11,242.20 | 61.09 |
| Freight cars | 44,351.14 | 1,375,927.87 | 1,420,279.01 | 7,717.65 |
| Other cars of all classes | 5,000.00 | 30,260.15 | 35,260.15 | 191.60 |
| Floating equipment | | 35,397.50 | 35,397.50 | 192.35 |
| Total equipment | \$77,099.69 | \$2,115,750.49 | \$2,192,850.18 | \$11,915.72 |
| Total construction—page 27 | 124,196.01 | 11,990,413.68 | 12,114,609.69 | 65,829.53 |
| Grand total cost construction, equip- ment, etc. | \$201,295.70 | \$14,106,164.17 | \$14,307,459.87 | \$77,745.25 |
| Total cost construction, equipment, etc.—State of Minnesota | \$201,295.70 | \$14,106,164.17 | \$14,307,459.87 | \$77,745.25 |

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|----------------|-----------------------|
| Gross earnings from operation—page 35 | \$3,051,127.04 | |
| Less operating expenses—page 45 | 1,411,302.31 | |
| Income from operation | | \$1,639,824.73 |
| Miscellaneous income, less expenses—page 41 | \$35,006.57 | |
| Income from other sources | | 35,006.57 |
| Total income | | \$1,674,831.30 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23 | \$606,600.00 | |
| Taxes | 91,766.54 | |
| Total deduction from income | | 698,366.54 |
| Net income | | \$976,464.76 |
| Surplus from operations of year ending June 30, 1899 | | \$976,464.76 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report) | | 671,681.17 |
| Surplus on June 30, 1899 (for entry on "general balance sheet," page 51) | | \$1,648,145.93 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|---|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue | \$98,223.20 | | |
| Less repayments— | | | |
| Tickets redeemed | | \$86.60 | |
| Excess fares refunded | | 57.26 | |
| Total deductions | | \$143.86 | |
| Total passenger revenue | | | \$98,079.34 |
| Mail | \$9,458.36 | | |
| Express | 4,800.00 | | |
| Extra baggage and storage | 726.66 | | |
| Other items | 492.00 | | |
| | | | \$15,477.02 |
| Total passenger earnings | | | \$113,556.36 |
| FREIGHT— | | | |
| Freight revenue | \$2,925,676.89 | | |
| Less repayments— | | | |
| Overcharge to shippers | | \$2,782.83 | |
| Total deductions | | \$2,782.83 | |
| Total freight revenue | | | \$2,922,894.56 |
| Total freight earnings | | | \$2,922,894.56 |
| Total passenger and freight earnings | | | \$3,036,450.92 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Telegraph | \$5,506.20 | | |
| Other sources | 9,169.92 | | |
| Total other earnings | | | 14,676.12 |
| Total gross earnings from operation—Minnesota | | | \$3,051,127.04 |
| Total gross earnings from operation—entire line | | | \$3,051,127.04 |

(Page 39.)

BONDS OWNED.

Railway Bonds.

| NAME. | Total Par Value. | Rate. | Income or Interest Received. | Valuation. |
|--------------------------------|------------------|-------|------------------------------|--------------|
| Duluth & Iron Range R. R. | \$992,000.00 | | | \$992,000.00 |
| Total | \$992,000.00 | | | \$992,000.00 |

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MISCELLANEOUS INCOME.

Interest on money loaned..... \$35,006.57

(Page 38.)

EXPLANATORY REMARKS.

Bonds of the Duluth & Iron Range Railroad Co. held in the treasury, unsold, viz.:

| | |
|-----------------------------|------------|
| First mortgage bonds | \$2,000.00 |
| Second mortgage bonds | 500,000.00 |
| Land grant bonds | 490,000.00 |

Total..... \$992,000.00

Interest accrued and paid, shown on pages 19 and 23, is not computed on the bonds held in the company's treasury.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|---------------------|
| Repairs of roadway | \$307,991.28 |
| Renewals of rails | 3,492.40 |
| Renewals of ties | 13,238.55 |
| Repairs and renewals of bridges and culverts | 24,280.62 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 1,861.48 |
| Repairs and renewals of buildings and fixtures | 21,117.29 |
| Repairs and renewals of docks and wharves | 136,564.40 |
| Repairs and renewals of telegraph | 1,591.92 |
| Stationery and printing | 987.91 |
| Total | \$511,120.38 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|---------------------|
| Superintendence | \$3,600.00 |
| Repairs and renewals of locomotives | 112,897.67 |
| Repairs and renewals of passenger cars | 15,654.94 |
| Repairs and renewals of freight cars | 227,719.41 |
| Repairs and renewals of marine equipment | 2,548.22 |
| Stationery and printing | 740.92 |
| Other expenses | 624.64 |
| Total | \$363,785.30 |

CONDUCTING TRANSPORTATION.

| | |
|--|---------------------|
| Superintendence | \$4,690.00 |
| Engine and round house men | 101,707.47 |
| Fuel for locomotives | 115,590.65 |
| Water supply for locomotives | 8,853.54 |
| Oil, tallow and waste for locomotives | 5,853.57 |
| Train service | 69,220.38 |
| Train supplies and expenses | 7,910.41 |
| Switchmen, flagmen and watchmen | 28,948.90 |
| Telegraph expenses | 13,413.30 |
| Station service | 19,775.38 |
| Station supplies | 2,238.96 |
| Car mileage—balance | 5,293.42 |
| Loss and damage | 1,711.95 |
| Injuries to persons | 344.75 |
| Clearing wrecks | 1,532.56 |
| Operating marine equipment | 3,201.97 |
| Advertising | 419.60 |
| Rents for tracks, yards and terminals—page 47, B | 1,890.00 |
| Stationery and printing | 1,975.83 |
| Other expenses | 49,235.58 |
| Total | \$443,408.52 |

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OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|-------------|
| Salaries of general officers..... | \$15,617.52 |
| Salaries of clerks and attendants..... | 11,074.94 |
| General office expenses and supplies..... | 5,808.78 |
| Insurance..... | 14,608.85 |
| Law expenses..... | 24,439.43 |
| Stationery and printing (general offices)..... | 1,234.94 |
| Other expenses..... | 20,117.70 |
| Total..... | \$92,987.16 |

RECAPITULATION OF EXPENSES.

| | |
|---|----------------|
| Maintenance of way and structures..... | \$511,120.83 |
| Maintenance of equipment..... | 363,785.80 |
| Conducting transportation..... | 443,408.52 |
| General expenses..... | 92,987.16 |
| Grand total..... | \$1,411,302.31 |
| Percentage of expenses to earnings—entire line..... | 46.255 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|----------------|
| Maintenance of way and structures..... | \$511,120.83 |
| Maintenance of equipment..... | 363,785.80 |
| Conducting transportation..... | 443,408.52 |
| General expenses..... | 92,987.16 |
| Total..... | \$1,411,302.31 |
| Percentage of expenses to earnings—Minnesota..... | 46.255 |

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|--------------------------|---|---|------------|------------|
| Track..... | Union depot to Fifth Ave. East, Duluth, Minn..... | St. Paul & Duluth R. R.. | \$1,890.00 | ..... |
| Total..... | ..... | ..... | ..... | \$1,890.00 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|-----------------|---------------------------------|-----------------|----------------------------|---------------------|
| Item. | Total. | ASSETS. | Item. | Total. | Increase. Decrease. |
| \$11,090,418.08 | | Cost of road—page 27 | \$12,114,699.69 | ..... | ..... |
| 2,115,750.49 | | Cost of equipment—page 29 | 2,192,850.18 | ..... | \$124,196.01 |
| 992,000.00 | | Bonds owned—page 30 | 992,000.00 | ..... | 77,069.69 |
| 3,697.12 | | Land owned | 3,697.12 | ..... | ..... |
| 67,799.40 | | Swamp land grant, etc. | 40,154.55 | ..... | ..... |
| 1,518,820.86 | | Cash and current assets—page 23 | 2,524,847.80 | ..... | \$27,044.85 |
| 144,440.28 | | OTHER ASSETS— | ..... | ..... | ..... |
| | | Materials and supplies | 119,043.60 | ..... | 1,006,026.91 |
| | | Grand total | ..... | \$17,987,202.94 | 25,396.08 |
| ..... | \$16,882,921.86 | ..... | ..... | ..... | ..... |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|-----------------|---|----------------|----------------------------|---------------------|
| Item. | Total. | LIABILITIES. | Item. | Total. | Increase. Decrease. |
| \$3,000,000.00 | | Capital stock—page 17 | \$3,000,000.00 | ..... | ..... |
| 12,234,000.00 | | Funded debt—page 23 | 12,234,000.00 | ..... | ..... |
| 843,090.69 | | Current liabilities—page 23 | 1,020,907.01 | ..... | \$177,816.32 |
| 84,150.00 | | Accrued interest on funded debt not yet payable | 84,150.00 | ..... | ..... |
| 671,681.17 | | Profit and loss—page 31 | 1,648,145.93 | | 976,464.76 |
| | | Grand total | | \$17,987,202.94 | \$1,154,281.08 |
| | \$16,882,921.86 | | | | |

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. A new main line leaving the old line at a point near Waldo Station and connecting with it at a point near Cloquet River, a distance of 18.193 miles, being 3.101 miles longer than the old main line. In this report the fifteen miles of old line is included in sidings.

A line from Two Harbors to Waldo used as a second main track a distance of five miles.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. A contract with the United States Express Co. for the transaction of Express business over this road at a minimum rate of \$400 per month.

2. The United States mails are carried over this road at rates and on conditions fixed by the government.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Securities Mortgaged. |
|--------------------------------|----------------------|-----------------|--------|--------------------------------------|----------------------------|
| | From. | To. | Miles. | | |
| First mortgage bonds..... | Duluth..... | Ely..... | 184.03 | \$336,592 | |
| First mortgage bonds..... | Allen Junction..... | Virginia..... | | | |
| First mortgage bonds..... | McKinley..... | Fayal Mine..... | | | |
| First mortgage bonds..... | Mariska..... | Eveleth..... | 184.03 | \$27,169 | |
| Second mortgage bonds..... | Duluth..... | Ely..... | | | |
| Second mortgage bonds..... | Allen Junction..... | Virginia..... | | | |
| Second mortgage bonds..... | McKinley..... | Fayal Mine..... | 184.03 | 2,717 | State land gr't |
| Second mortgage bonds..... | Mariska..... | Eveleth..... | | | |
| Land grant mortgage bonds..... | | | | | |
| Total..... | | | | \$66,478 | |

*All equipment and income mortgaged.

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EXPLANATORY REMARKS.

The first mortgage bonds of this company cover all of its property acquired and to be acquired, except land grant from the state of Minnesota.
 The second mortgage bonds of this company cover all of its property acquired, except land grant from the state of Minnesota, subject to the lien of the first mortgage.
 The land grant mortgage covers swamp lands granted to the railroad company by the state of Minnesota.

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensa- tion. |
|--|---------|---------------------------------------|------------------------------------|--|
| General officers | 6 | 1,125 | \$12,450.00 | \$11.07 |
| Other officers | 7 | 2,191 | 14,720.00 | 6.72 |
| General office clerks | 12 | 3,756 | 9,760.00 | 2.60 |
| Station agents | 12 | 3,756 | 10,216.32 | 2.72 |
| Other stationmen | 11 | 3,410 | 6,308.50 | 1.85 |
| Enginemen | 77 | 12,182 | 51,771.00 | 4.25 |
| Firemen | 83 | 12,210 | 31,380.12 | 2.57 |
| Conductors | 51 | 10,010 | 31,033.22 | 3.10 |
| Other trainmen | 107 | 20,048 | 38,092.76 | 1.90 |
| Machinists | 69 | 18,062 | 50,546.55 | 2.80 |
| Carpenters | 36 | 8,385 | 19,235.00 | 2.30 |
| Other shopmen | 127 | 34,064 | 62,566.75 | 1.79 |
| Section foremen | 40 | 12,227 | 20,419.73 | 1.67 |
| Other trackmen | 787 | 99,696 | 149,543.54 | 1.50 |
| Switchmen, flagmen and watchmen | 104 | 10,924 | 28,948.90 | 2.65 |
| Telegraph operators and dispatchers | 45 | 6,463 | 13,250.00 | 2.05 |
| Employees—account floating equipment | 6 | 1,194 | 3,128.00 | 2.62 |
| All other employees and laborers | 520 | 75,724 | 128,741.63 | 1.70 |
| Total (including gen. officers)—Minn.... | 2,100 | 336,307 | \$682,162.02 | \$2.08 |
| Less general officers | 6 | 1,125 | 12,450.00 | 11.07 |
| Total (excluding gen. officers)—Minn.... | 2,094 | 335,182 | \$669,712.02 | \$2.00 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration | 25 | 7,072 | 96,990.00 | 5.22 |
| Maintenance of way and structures | 1,060 | 153,007 | 243,375.23 | 1.59 |
| Maintenance of equipment | 346 | 70,790 | 144,814.09 | 2.05 |
| Conducting transportation | 669 | 105,498 | 257,042.70 | 2.44 |
| Total (including gen. officers)—Minn.... | 2,100 | 336,307 | \$682,162.02 | \$2.08 |
| Less general officers | 6 | 1,125 | 12,450.00 | 11.07 |
| Total (excluding gen. officers)—Minn.... | 2,094 | 335,182 | \$669,712.02 | \$2.00 |
| Total (incl'd'g gen. officers)—entire line | 2,100 | 336,307 | 682,162.02 | 2.08 |

(Page 58.)

EXPLANATORY REMARKS.

General Officers—1. Compensation charged to legal expense. 1. Compensation charged to construction account. 1. Compensation charged to swamp land grant.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|---|--|-------------------------------|-----------|--------|
| | | Dol. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 86,459 | | | |
| Number of passengers carried one mile..... | 3,259,810 | | | |
| No. of passengers carried one mile per mile of road..... 184.03 | 17,713 | | | |
| Average distance carried..... | 37.70 | | | |
| Total passenger revenue—page 35..... | | \$98,079.34 | | |
| Average amount received from each passenger..... | | | 1.13. | 440 |
| Average receipts per passenger per mile..... | | | .03. | 009 |
| Total passenger earnings—page 35..... | | 113,556.36 | | |
| Passenger earnings per mile of road..... | | | 617.05 | |
| Passenger earnings per train mile..... | | | .98. | 406 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 3,767,601 | | | |
| Number of tons carried one mile..... | 271,653.028 | | | |
| Number of tons carried one mile per mile of road..... | 1,476,134 | | | |
| Average distance haul of one ton..... | 72.16 | | | |
| Total freight revenue—page 35..... | | 2,922,894.56 | | |
| Average amount received for each ton of freight..... | | | .77. | 580 |
| Average receipts per ton per mile..... | | | .01. | 076 |
| Total freight earnings—page 35..... | | 2,922,894.56 | | |
| Freight earnings per mile of road..... | | | 15,882.71 | |
| Freight earnings per train mile..... | | | 4.40. | 280 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 3,020,973.90 | | |
| Passenger and freight revenue per mile of road..... | | | 16,415.66 | |
| Passenger and freight earnings—page 35..... | | 3,036,450.92 | | |
| Passenger and freight earnings per mile of road..... | | | 16,499.76 | |
| Gross earnings from operation—page 35..... | | 3,051,127.04 | | |
| Gross earnings from operation per mile of road..... | | | 16,579.51 | |
| Gross earnings from operation per train mile..... | | | 3.91. | 500 |
| Operating expenses—page 45..... | | 1,411,302.31 | | |
| Operating expenses per mile of road..... | | | 7,068.87 | |
| Operating expenses per train mile..... | | | 1.81. | 089 |
| Income from operation—page 31..... | | 1,639,824.73 | | |
| Income from operation per mile of road..... | | | 8,910.64 | |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 115,396 | | | |
| Miles run by freight trains..... | 663,947 | | | |
| Total Mileage Trains Earning Revenue..... | 779,343 | | | |
| Miles run by switching trains..... | 148,452 | | | |
| Miles run by construction and other trains..... | 237,271 | | | |
| Grand Total Train Mileage..... | 1,165,066 | | | |
| Mileage of loaded freight cars—north or east..... | 727,758 | | | |
| Mileage of loaded freight cars—south or west..... | 9,718,063 | | | |
| Mileage of empty freight cars—north or east..... | 9,288,403 | | | |
| Mileage of empty freight cars—south or west..... | 295,733 | | | |
| Average number of freight cars in train..... | 35 | | | |
| Average number of loaded cars in train..... | 18 | | | |
| Average number of empty cars in train..... | 17 | | | |
| Average number of tons of freight in train..... | 750 | | | |
| Average number of tons of freight in each loaded car..... | 24 | | | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Carriers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|---|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain..... | | 3,140 | 3,140 | .08 |
| Flour..... | | 2,620 | 2,620 | .07 |
| Other mill products..... | | 1,500 | 1,500 | .04 |
| Hay..... | | 3,900 | 3,900 | .10 |
| Fruit and vegetables..... | | 2,900 | 2,900 | .08 |
| Live stock..... | | 1,200 | 1,200 | .03 |
| Dressed meats..... | | 4,000 | 4,000 | .11 |
| Other packing-house products..... | | 1,800 | 1,800 | .05 |
| Poultry, game and fish..... | | 1,500 | 1,500 | .04 |
| Anthracite coal..... | | 2,680 | 2,680 | .07 |
| Bituminous coal..... | | 26,487 | 26,487 | .70 |
| Ores (iron)..... | 8,280,214 | | 8,280,214 | 87.08 |
| Lumber..... | 66,647 | | 66,647 | 1.77 |
| Logs for saw mills..... | 276,584 | | 276,584 | 7.84 |
| Mining timber, railroad ties, wood, etc..... | 43,892 | | 43,892 | 1.17 |
| Petroleum and other oils..... | | 1,580 | 1,580 | .04 |
| Sugar..... | | 1,890 | 1,890 | .05 |
| Iron and steel rails..... | | 3,188 | 3,188 | .09 |
| Other castings and machinery..... | | 4,820 | 4,820 | .12 |
| Bar and sheet metal..... | | 2,500 | 2,500 | .07 |
| Cement, brick and lime..... | | 780 | 780 | .02 |
| Wines, liquors and beers..... | | 4,920 | 4,920 | .13 |
| Household goods and furniture..... | 1,140 | 1,600 | 2,740 | .07 |
| Merchandise..... | 4,120 | 5,320 | 9,440 | .25 |
| Miscellaneous, other commodities not men- tioned above..... | 6,880 | 9,804 | 16,684 | .45 |
| Total tonnage—Minnesota..... | 8,679,477 | 88,124 | 8,767,601 | 100.00 |
| Total tonnage—Entire line..... | 8,679,477 | 88,124 | 8,767,601 | 100.00 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted With Automatic Coupler. | |
|---|------------------------------|---------------------------------|---------------------------------------|---|--|--------------------------------|
| | | | No. | Name. | No. | Name. |
| LOCOMOTIVES—Owned and leased— | | | | | | |
| Passenger..... | 6 | 6 | 6 | Westinghouse ... | 6 | Tower. |
| Freight | 47 | 31 15 1 | 31 15 1 | Westinghouse } New York } Crane } | 47 | Tower. |
| Switching..... | 7 | 7 | 7 | Westinghouse ... | 7 | Tower. |
| Total locomotives in service..... | 60 | 60 | 60 | | 60 | |
| Total locomotives owned | 60 | 60 | 60 | | 60 | |
| CARS—Owned and leased: | | | | | | |
| IN PASSENGER SERVICE— | | | | | | |
| First-class cars..... | 8 | 8 | 8 | Westinghouse ... | 8 | Buckeye. |
| Combination cars..... | 2 | 2 | 2 | Westinghouse ... | 2 | Buckeye. |
| Baggage, express and postal cars..... | 2 | 2 | 2 | Westinghouse ... | 2 | Buckeye. |
| Total..... | 12 | 12 | 12 | | 12 | |
| IN FREIGHT SERVICE— | | | | | | |
| Box cars | 85 | 85 | 85 | Westinghouse ... | 20 65 | Tower. Chicago. |
| Flat cars..... | 271 | 271 | 271 | Westinghouse ... | 271 | Buckeye. |
| Stock cars..... | 2 | 2 | 2 | Westinghouse ... | 2 | Chicago. |
| Coal cars..... | 15 | 15 | 15 | Westinghouse ... | 5 10 | Tower. Chicago. |
| Refrigerator cars*..... | 7 | 7 | 7 | Westinghouse ... | 7 | Gould. |
| Other cars in freight service, ore..... | 85 | 2,598 | 2,598 | Westinghouse ... | 576 2,022 | Chicago. Tower. |
| Total..... | 85 | 2,978 | 2,978 | | 2,978 | |
| IN COMPANY'S SERVICE— | | | | | | |
| Officers' and pay cars..... | 2 | 2 | 2 | | 1 1 | H. Caswell. Buckeye. |
| Boarding cars..... | 12 | 12 | 12 | | 12 | Tower. |
| Derrick cars..... | 1 | 1 | 1 | | 1 | Tower. |
| Caboose cars..... | 38 | 5 | 5 | | 26 8 4 | Tower. Chicago. Buckeye. |
| Other road cars..... | 15 | 15 | 15 | | 15 | Tower. |
| Total..... | 68 | 35 | 35 | | 68 | |
| Total cars in service..... | 3,058 | 3,025 | 3,025 | | 3,058 | |
| Less cars leased..... | 7 | 7 | 7 | | 7 | |
| Total cars owned..... | 3,051 | 3,018 | 3,018 | | 3,051 | |

(Page 64.)

EXPLANATORY REMARKS.

*The seven refrigerator cars are leased and are equipped with Gould couplers.

MILEAGE—STATE OF MINNESOTA.

(Page 67.)

A. Mileage of Road Operated.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 157.39 | 26.63 | ..... | ..... | ..... | .80 | 184.83 | 8.10 | ..... | 184.03 |
| Miles of second track..... | 21.81 | ..... | ..... | ..... | ..... | ..... | 21.81 | 7.08 | ..... | 21.81 |
| Miles of yard track and sidings..... | 97.96 | ..... | ..... | ..... | ..... | ..... | 97.96 | 18.80 | ..... | 97.96 |
| Total mileage operated (all tracks)..... | 277.17 | 26.63 | ..... | ..... | ..... | .80 | 304.61 | 29.08 | ..... | 303.81 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|--------|-------|-------|-------|-------|-----|--------|------|-------|--------|
| State of Minnesota..... | 157.39 | 26.63 | ..... | ..... | ..... | .80 | 184.83 | 8.10 | ..... | 184.03 |
| Total mileage operated (single track)..... | 157.39 | 26.63 | ..... | ..... | ..... | .80 | 184.83 | 8.10 | ..... | 184.03 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|-------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | ..... |  |  | Iron. | Steel. |
| Minnesota..... | 157.39 | 26.63 | ..... | 184.03 | 8.10 | ..... | 184.03 |
| Total mileage owned (single track)..... | 157.39 | 26.63 | ..... | 184.03 | 8.10 | ..... | 184.03 |

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|--------|-----------------|--|----------------------------|---------|--------------------------------------|
| Kind. | Tons. | Weight Per Yard | Av. Price Per Ton at Distributing Point. | Kind. | Number. | Average Price at Distributing Point. |
| Steel..... | 392.00 | 80 lbs. | \$19.00 | Tamarack | 51,606 | \$0.24 |
| Total..... | 392.00 | 80 lbs. | \$19.00 | Pine..... | 27 | .24 |
| | | | | Cedar | 220 | .24 |
| | | | | Oak..... | 5,464 | .34 |
| | | | | Total..... | 57,317 | \$0.24.95 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | Wood, Cords, Hard and Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|---------------------------------------|-------------------------|-----------------------------|----------------------------|------------|-----------------------------------|
| Passenger..... | 5,098 | ..... | 5,098 | 127,341 | 80.07 |
| Freight..... | 35,568 | ..... | 35,568 | 748,794 | 95.00 |
| Switching..... | 5,938 | ..... | 5,938 | 148,452 | 80.00 |
| Construction..... | 10,869 | ..... | 10,869 | 237,271 | 91.62 |
| Total..... | 57,473 | ..... | 57,473 | 1,261,858 | 91.09 |
| Average cost at distributing point... | \$2.15 | ..... | \$2.15 | ..... | ..... |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|----------------------------|-----------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Overhead obstructions..... | 2 | 1 | 1 | ..... | ..... | ..... | 3 | 1 |
| Other train accidents..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| At highway crossings..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Other causes..... | ..... | 8 | ..... | ..... | 3 | 4 | 3 | 7 |
| Total..... | 3 | 5 | 1 | ..... | 3 | 4 | 7 | 9 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|-------------------|-------------|---------|--------------|---------|---------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Other causes..... | 1 | ..... | 1 | ..... | 2 | ..... | 3 | ..... |
| Total..... | 1 | ..... | 1 | ..... | 2 | ..... | 3 | ..... |

(Page 70.)

EXPLANATORY REMARKS.

Other Causes—Trainmen Injured—Brakeman, fell from car of logs, injuring side and hand. Engineer, blowing out ash pan, face and hands badly burned. Brakeman, trying to loosen brake shoe, with his foot, badly mangled.

Other Employees Killed—Section man, drunk on track. Section foreman, drunk on track. Car repairer, going under cars when train started.

Other Employees Injured—Machinist, finger crushed in machinery. Foundry helper, foot burned by melting iron. Blacksmith, smashed finger at forge. Carpenter, three fingers cut off right hand.

Other Train Accidents—Trainmen Injured—Brakeman, face cut and scalded by bursting of water glass.

Other Causes—Passenger killed, fell off train from platform of coach. Trespasser killed, man drunk on track. Not trespassing, killed, baby killed by carriage being blown by wind from platform against moving train. Boy killed, falling off overhead bridge.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|------------------|--------|---------------------------|---|--------|-----------------------------------|-------------------|-----------------------------|--|--------------------|------------------------------|--|
| From. | To. | Miles. | Num- ber of Curves. | Aggreg't Length of Curved Line. | | Length of Straight Line. | Ascending Grades. | | | Descending Grades. | | |
| | | | | Miles. | Miles. | | No. | Sum of Ascents. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descents. Feet. | Aggregate Length of Descend'g Grades. Miles. |
| 5th ave. E., via Tower Jet. | Ely | 118.62 | 147 | 22.51 | 96.11 | 13.76 | 112 | 2,383.0 | 53.44 | 102 | 1,450.3 | 51.42 |
| Allen Junction | Virginia | 25.30 | 30 | 6.60 | 18.70 | 5.64 | 10 | 350.0 | 9.58 | 29 | 842.0 | 10.08 |
| Winston | Eveleth | 4.94 | 12 | 1.81 | 3.13 | 1.23 | 6 | 46.0 | 1.70 | 3 | 84.0 | 2.01 |
| McKinley | Fayal Mine | 8.53 | 22 | 2.42 | 6.11 | 1.80 | 5 | 163.0 | 5.54 | 3 | 16.0 | 1.19 |
| Total | | 157.39 | 211 | 33.34 | 124.05 | 22.43 | 133 | 2,945.0 | 70.26 | 137 | 1,892.3 | 64.70 |

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|----------------------|---------|-------------------------|-----------------------|-----------------------|
| BRIDGES— | | | | |
| Iron | 12 | 1,742 | 72 | 296 |
| Total | 12 | | | |
| Trestles..... | 75 | 11,800 | 6 | 1,508 |

Gauge of track, 4 feet 8½ inches. 184.03 miles.

TELEGRAPH.

Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

| | |
|---------------------|-------|
| Miles of line..... | 178.5 |
| Miles of wire | 441.8 |

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock Not the Property of Railroads, Nor Consigned for Use by Lease.

| CARS USED. | | COMPENSATION. | |
|---|-------------------|----------------------|------------|
| Name of Owner. | Description. | Rate, Cts. per Mile. | Amount. |
| Armour Car Line..... | Refrigerator..... | *\$17.50 | \$1,470.00 |
| Arms Palace Horse Car Co..... | Stock..... | 3-4 | .23 |
| Blue Line..... | Box..... | 3-4 | 4.07 |
| Burton Stock Car Co..... | Stock..... | 3-4 | 1.13 |
| Canda Cattle Car Co..... | Stock..... | 3-4 | 2.72 |
| Cudahy Refrigerator Line..... | Refrigerator..... | 3-4 | 86.25 |
| Continental Fruit Express..... | Refrigerator..... | 3-4 | 1.39 |
| Commerce Dispatch..... | Box..... | 3-4 | .31 |
| Consolidated Cattle Car Co..... | Stock..... | 3-4 | 1.39 |
| Empire Line..... | Box..... | 3-4 | 1.09 |
| Hammond Refrigerator Line..... | Refrigerator..... | 3-4 | 113.29 |
| Kansas City Dressed Beef Line..... | Refrigerator..... | 3-4 | 119.94 |
| Merchants Despatch Transportation Co..... | Box..... | 3-4 | 5.26 |
| Mather Horse Car Co..... | Stock..... | 3-4 | 1.13 |
| Swift Refrigerator Transportation Co..... | Refrigerator..... | 3-4 | 121.44 |
| Streets Western Stable Car Line..... | Stock..... | 3-4 | 13.85 |
| Santa Fe Refrigerator Line..... | Refrigerator..... | 3-4 | 1.69 |
| Union Tank Line..... | Tank..... | 3-4 | 22.77 |
| Union Refrigerator Co..... | Refrigerator..... | 3-4 | 106.45 |
| Western Refrigerator Line..... | Refrigerator..... | 3-4 | 14.17 |
| Total..... | | | \$2,088.57 |

*Per car per month.

Duluth, Missabe & Northern Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth, Missabe & Northern Railway Company.

2. Date of organization? Articles executed Feb. 11, 1891; recorded with Secretary of State May 26, 1891.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the Laws of the state of Minnesota, title 1, chapter 34, General Statutes 1878, and acts amendatory.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

5. Date and authority for each consolidation? See answer to No. 4.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term |
|-----------------------|------------------------|---|
| Fred T. Gates..... | 26 Br'dway, N. Y. City | First Tuesday after the first Monday in Feb'y, 1900, to-wit: Feb. 6, 1900. |
| Wm. J. Olcott..... | Duluth, Minn..... | |
| Joseph B. Cotton..... | Duluth, Minn..... | |
| S. R. Payne..... | Duluth, Minn..... | |
| Geo. D. Swift..... | Duluth, Minn..... | |
| A. D. Thompson..... | Duluth, Minn..... | |
| Alex. McDougall..... | Duluth, Minn..... | |

Total number of stockholders at date of last election? 10.

Date of last meeting of stockholders for election of directors? Feb. 7, 1899.

Give postoffice address of general office? Duluth, Minn.

Give postoffice address of operating office? Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? E. S. Kempton, Treasurer, Duluth, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-------------------------|---------------------|-----------------------|
| President..... | Fred T. Gates..... | 26 B'dway, New York |
| First Vice-President... | W. J. Olcott..... | Duluth, Minn. |
| Secretary..... | S. R. Payne.. | Duluth, Minn. |
| Treasurer..... | E. S. Kempton..... | Duluth, Minn. |
| Asst. Treasurer..... | Geo. D. Rogers..... | 26 B'dway, New York |
| General Counsel..... | Geo. W. Murray... | 35 Wall St., New York |
| Attorney | Joseph B. Cotton.. | Duluth, Minn. |
| Asst. Secretary | E. V. Cary..... | 26 B'dway, New York |
| Auditor..... | J. B. Hanson..... | Duluth, Minn. |
| Chief Engineer..... | H. L. Dresser..... | Duluth, Minn. |
| Superintendent..... | J. W. Kreitter..... | Duluth, Minn. |
| General Freight Agt... | J. B. Hanson..... | Duluth, Minn. |
| General Pass. Agent .. | J. B. Hanson..... | Duluth, Minn. |

(Page 9.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|---------------------------------|--------------------------------|-----------------------|------------------------------------|--|
| | From. | To. | | |
| 1. a Duluth, Missabe & Nor. Ry. | Stony Brook..... | Mountain Iron..... | ..... | 48.62 |
| b Duluth, Missabe & Nor. Ry. | Missabe Jct..... | Columbia Jct..... | 29.34 | ..... |
| | Iron Jct..... | Biwabik..... | 15.50 | ..... |
| | Spruce..... | Eveleth..... | 3.44 | ..... |
| | Wolf..... | Virginia..... | 6.30 | ..... |
| | Wolf..... | Hibbing..... | 17.07 | ..... |
| | Hibbing..... | Hull Yard..... | 2.02 | ..... |
| | McKinley Mill spur..... | ..... | .82 | ..... |
| | Bailey Mill spur..... | ..... | .50 | ..... |
| | Moon Mill spur..... | ..... | 1.53 | ..... |
| | Mill Post 10, log spur..... | ..... | .42 | ..... |
| | Zim log spur..... | ..... | .02 | ..... |
| | Ring log spur..... | ..... | .09 | ..... |
| | Powers log spur..... | ..... | 1.71 | ..... |
| | East Biwabik Mine spurs..... | ..... | .84 | ..... |
| | West Biwabik Mine spurs..... | ..... | 1.08 | ..... |
| | Adams Mine spur..... | ..... | 1.53 | ..... |
| | Loop Line..... | ..... | 3.72 | ..... |
| | Ohio Mine spurs..... | ..... | 1.44 | ..... |
| | Oliver Mine spurs..... | ..... | 1.55 | ..... |
| | Commodore Mine spurs..... | ..... | .58 | ..... |
| | Franklin Mine spurs..... | ..... | .71 | ..... |
| | Victoria Mine spurs..... | ..... | .42 | ..... |
| | Bessemer Mine spurs..... | ..... | .93 | ..... |
| | Sauntry Mine freight spur..... | ..... | .07 | ..... |
| | Rathbun Mine spurs..... | ..... | .37 | ..... |
| | Mountain Iron..... | Oliver Mine spur..... | .35 | ..... |
| | Aetna Mine spurs..... | ..... | .01 | ..... |
| | Sellers Mine spurs..... | ..... | .93 | ..... |
| | Day Mine stock pile spur..... | ..... | .25 | ..... |
| | Rust Mine spurs..... | ..... | 1.46 | ..... |
| | Hull Mine spurs..... | ..... | .65 | ..... |
| | Pillsbury Mine spurs..... | ..... | 2.52 | ..... |
| 5. St. Paul & Duluth R. R..... | Union Depot, Duluth. | Missabe Jct..... | ..... | 97.12 |
|  |  |  | ..... | 1.90 |
| Total..... |  |  | ..... | 147.64 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Author- ized. | Par Value of Shares. | Total Par Value Author- ized. | Total Amount Issued and Out- standing. | Dividends Declared During Year. | |
|----------------------------|---|----------------------------|--|--|------------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | 50,000 | \$100 | \$5,000,000 | \$2,512,500 | ..... | ..... |
| Total..... | 50,000 | ..... | \$5,000,000 | \$2,512,000 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued Dur- ing Year. | Total Number Shares Issued and Outstanding | Total Cash Realized. |
|--------------------------------------|--|---|--|-------------------------|
| Issued for cash, common..... | | | 10,166 $\frac{2}{3}$ | \$1,066,666 |
| Issued for construction, common..... | | | 13,852 | ..... |
| Issued for cash and services | | | 606 $\frac{1}{3}$ | 54,800 |
| Total..... | | | 25,125 | \$1,121,466 |

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|-------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|-----------|---------------|-----------------------------|--------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued During Year. | Amount Paid During Year. |
| First Division | Jan. 1, 1892 | Jan. 1, 1922 | \$1,300,000 | \$1,200,000 | \$1,174,000 | \$1,174,000 | 6% | Jan., July | \$70,440.00 | \$70,440.00 |
| Consolidated 1st mortgage.... | Jan. 1, 1893 | Jan. 1, 1923 | 3,500,000 | 3,500,000 | 2,328,000 | \$1,138,000 | 6% | Jan., July | 139,590.00 | 143,400.00 |
| Consolidated 2d mortgage.... | Jan. 1, 1898 | Jan. 1, 1918 | 5,000,000 | 2,906,000 | 2,906,000 | \$4,000,000 | 5% | Jan., July | 128,411.10 | 128,411.10 |
| Grand total ..... | ..... | ..... | \$9,800,000 | \$7,606,000 | \$6,408,000 | \$1,583,000 | ..... | ..... | \$338,411.10 | \$342,251.10 |

(Page 18.)

EXPLANATORY REMARKS.

†The First Division bonds were issued in part payment for construction of line, Stony Brook to Mountain Iron and Iron Junction to Biwabik. Of the \$3,500,000 Consolidated First Mortgage bonds issued, \$1,200,000 were delivered to trustee, to be held in escrow, for the purpose of retiring the issue of bonds secured by the First Division mortgage, \$28,000, so retired to date.

*Of the \$2,906,000 Consolidated Second Mortgage bonds issued, \$1,103,000 were held in escrow by the trustee for the purpose of retiring the outstanding General Second Mortgage bonds of Jan. 1, 1894, which have all been so retired and canceled. \$1,400,000 were issued to retire a like amount of Betterment Scrip, issued for construction, equipment and improvements; \$400,000 were issued this year for cash.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|------------------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19 | \$7,606,000.00 | \$6,406,000.00 | \$838,411.10 | \$842,251.10 |
| Total | \$7,606,000.00 | \$6,406,000.00 | \$838,411.10 | \$842,251.10 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities: | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|----------------|--|----------------|
| Cash | \$20,017.80 | Loans and bills payable | \$3,900.50 |
| Bills receivable | 5,104.90 | Audited vouchers and accounts | 57,956.58 |
| Due from agents | 97,622.89 | Wages and salaries | 72,979.03 |
| Due from solvent companies and individuals | 1,250,842.49 | Matured interest coupons unpaid (including coupons due July 1) | 178,370.00 |
| Net traffic balances due from other companies | 5,482.50 | Total current liabilities | \$813,206.11 |
| Other cash assets (excluding "material and supplies")* | 55,395.00 | Balance cash assets | 1,130,180.47 |
| Total cash and current assets | \$1,443,385.58 | Total | \$1,443,385.58 |
| Total | \$1,443,385.58 | | |

*Materials and supplies on hand, \$63,024.80. (See general balance sheet—page 49.)

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|-------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|-----------|---------------|-----------------------------|--------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued During Year. | Amount Paid During Year. |
| First Division | Jan. 1, 1892 | Jan. 1, 1922 | \$1,300,000 | \$1,200,000 | \$1,174,000 | †See Note. | 6% | Jan., July | \$70,440.00 | \$70,440.00 |
| Consolidated 1st mortgage.... | Jan. 1, 1893 | Jan. 1, 1923 | 3,500,000 | 3,500,000 | 2,336,000 | †\$1,183,000 | 6% | Jan., July | 139,560.00 | 143,400.00 |
| Consolidated 2d mortgage.... | Jan. 1, 1898 | Jan. 1, 1918 | 5,000,000 | 2,906,000 | 2,906,000 | *4,000,000 | 5% | Jan., July | 128,411.10 | 128,411.10 |
| Grand total..... | ..... | ..... | \$9,800,000 | \$7,606,000 | \$6,406,000 | \$1,583,000 | ..... | ..... | \$338,411.10 | \$342,251.10 |

(Page 18.)

EXPLANATORY REMARKS.

†The First Division bonds were issued in part payment for construction of line, Stony Brook to Mountain Iron and Iron Junction to Biwabik. Of the \$3,500,000 Consolidated First Mortgage bonds issued, \$1,200,000 were delivered to trustee, to be held in escrow, for the purpose of retiring the issue of bonds secured by the First Division mortgage, \$26,000, so retired to date.

*Of the \$2,906,000 Consolidated Second Mortgage bonds issued, \$1,106,000 were held in escrow by the trustee for the purpose of retiring the outstanding General Second Mortgage bonds of Jan. 1, 1894, which have all been so retired and canceled. \$1,400,000 were issued to retire a like amount of Betterment Scrip, issued for construction, equipment and improvements, \$400,000 were issued this year for cash.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|------------------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19 | \$7,006,000.00 | \$6,406,000.00 | \$338,411.10 | \$342,251.10 |
| Total | \$7,006,000.00 | \$6,406,000.00 | \$338,411.10 | \$342,251.10 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | Current Liabilities Accrued to and Including June 30, 1899. |
|--|---|
| Cash Bills receivable..... Due from agents..... Due from solvent companies and individuals..... Net traffic balances due from other companies..... Other cash assets (excluding "material and supplies")*..... Total cash and current assets Total..... | Loans and bills payable..... Audited vouchers and accounts..... Wages and salaries..... Matured interest coupons unpaid (including coupons due July 1)..... Total current liabilities..... Balance cash assets Total..... |
| \$30,017.80 5,104.80 37,622.89 1,239,802.49 5,432.50 55,365.00 \$1,443,365.58 \$1,443,365.58 | \$3,900.50 57,856.58 72,973.03 178,370.00 \$313,200.11 1,130,185.47 \$1,443,385.58 |

*Materials and supplies on hand, \$63,024.80. (See general balance sheet—page 49.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|-----------------------------------|------------------------------|----------------|-------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$2,512,500.00 | \$2,512,500.00 | ..... | 145.74 | \$17,239.00 |
| Bonds—page 19 (grand total) | 6,406,000.00 | 6,406,000.00 | ..... | 145.74 | 43,966.00 |
| Total..... | \$8,918,500.00 | \$8,918,500.00 | ..... | 145.74 | \$61,194.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--|----------------|----------------|----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Duluth, Missabe & Northern Railway | \$2,512,500.00 | \$6,406,000.00 | \$8,918,500.00 | 145.74 | \$61,194.00 |
| Grand total..... | \$2,512,500.00 | \$6,406,000.00 | \$8,918,500.00 | 145.74 | \$61,194.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|--|---|------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION— | | | | |
| Right of way and station grounds. | \$2,514.80 | | | |
| Bridges trestles and culverts. | 30,928.57 | | | |
| Ties. | 2,150.00 | | | |
| Rails. | 7,897.41 | | | |
| Track fastenings. | 1,750.00 | | | |
| Frogs and switches. | 1,640.00 | | | |
| Ballast. | 2,754.60 | | | |
| Tracklaying and surfacing. | 3,607.94 | | | |
| Fencing right of way. | 894.20 | | | |
| Telegraph lines. | 18.21 | | | |
| Station buildings and fixtures. | 2,550.76 | | | |
| Shops, roundhouses and turntables. | 1,447.11 | | | |
| Water stations. | 2,681.39 | | | |
| Fuel stations. | 894.18 | | | |
| Docks and wharves. | 58,067.01 | | | |
| Total construction. | \$119,886.18 | \$7,877,200.04 | \$7,997,176.22 | \$54,872.89 |
| EQUIPMENT— | | | | |
| Locomotives. | \$52,396.55 | | | |
| Passenger cars. | 1,085.17 | | | |
| Freight cars. | 269,089.68 | | | |
| Other cars of all classes. | 2,489.00 | | | |
| Total equipment. | \$325,060.40 | 1,627,272.77 | 1,952,833.17 | 13,396.00 |
| Total construction—page 27. | 119,886.18 | 7,877,200.04 | 7,997,176.22 | 54,872.89 |
| Grand total cost construction, equipment, etc. | \$444,946.58 | 9,504,562.81 | 9,949,509.39 | 68,268.89 |
| Total cost construction, equip- ment, etc.—Minnesota. | \$444,946.58 | \$9,504,562.81 | \$9,949,509.39 | \$68,268.89 |

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|----------------|----------------|
| Gross earnings from operation—page 35. | \$2,477,489.93 | |
| Less operating expenses—page 45. | 1,125,175.28 | |
| Income from operation. | | \$1,352,314.65 |
| Dividends on stocks owned—page 37. | \$680.00 | |
| Miscellaneous income—less expenses—page 41. | 1,425.21 | |
| Income from other sources. | | 2,105.21 |
| Total income. | | \$1,354,419.86 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23. | \$538,411.10 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for. | 3,320.15 | |
| Taxes. | 49,556.45 | |
| Other deductions*. | 136,112.02 | |
| Total deductions from income. | | 527,399.72 |
| Net income. | | \$827,020.14 |
| Surplus from operations of year ending June 30, 1899. | | \$827,020.14 |
| Surplus on June 30, 1898 (from general balance sheet, 1898 report) | | 212,496.81 |
| Additions for year †. | | \$1,039,516.95 |
| Surplus on June 30, 1899 (for entry on gen. balance sheet, page 51) | | 12,732.95 |
| | | \$1,052,249.90 |

(Page 30.)

EXPLANATORY REMARKS.

*Other deductions, \$136,112.02. Sinking funds accrued to June 30 to retire bonds.

†Additions for the Year—\$12,732.95 transferred from cost of property to income to adjust erroneous entries in previous years.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$36,188.45 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$33.99 | |
| Total deductions..... | | \$33.99 | |
| Total passenger revenue..... | | | \$36,154.46 |
| Mail..... | | | 6,311.62 |
| Express..... | | | 1,816.93 |
| Extra baggage and storage..... | | | 248.67 |
| Total passenger earnings..... | | | \$44,531.68 |
| FREIGHT— | | | |
| Freight revenue..... | \$2,435,142.21 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$6,250.71 | |
| Total deductions..... | | \$6,250.71 | |
| Total freight revenue..... | | | \$2,428,891.50 |
| Total freight earnings..... | | | \$2,428,891.50 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Telegraph companies..... | | | \$3,502.75 |
| Rents not otherwise provided for..... | | | 564.00 |
| Total other earnings..... | | | \$4,066.75 |
| Total gross earnings from operation—Minnesota... | | | \$2,477,489.93 |
| Total gross earnings from operation—entire line... | | | \$2,477,489.93 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|-------------------------------------|---------------|----------------|---------------------------|
| Profit on work done for others..... | | | \$1,425.21 |
| Total..... | | | \$1,425.21 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|---------------------|
| Repairs of roadway | \$162,507.34 |
| Renewals of rails | 40,181.27 |
| Renewals of ties | 41,005.28 |
| Repairs and renewals of bridges and culverts | 53,013.03 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 1,107.64 |
| Repairs and renewals of buildings and fixtures | 12,882.07 |
| Repairs and renewals of docks and wharves | 72,307.40 |
| Repairs and renewals of telegraph | 1,946.37 |
| Stationery and printing | 423.12 |
| Other expenses | 116.03 |
| Total | \$985,729.55 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|---------------------|
| Superintendence | \$7,457.70 |
| Repairs and renewals of locomotives | 48,118.79 |
| Repairs and renewals of passenger cars | 8,125.28 |
| Repairs and renewals of freight cars | 194,548.32 |
| Repairs and renewals of work cars | 12,139.71 |
| Repairs and renewals of shop machinery and tools | 5,107.43 |
| Stationery and printing | 451.18 |
| Other expenses | 3,732.78 |
| Total | \$279,681.19 |

CONDUCTING TRANSPORTATION.

| | |
|--|---------------------|
| Superintendence | \$9,066.70 |
| Engine and roundhouse men | 62,527.58 |
| Fuel for locomotives | 79,132.06 |
| Water supply for locomotives | 4,520.57 |
| Oil, tallow and waste for locomotives | 2,624.59 |
| Other supplies for locomotives | 386.58 |
| Train service | 40,160.71 |
| Train supplies and expenses | 7,191.83 |
| Switchmen, flagmen and watchmen | 27,945.15 |
| Telegraph expenses | 14,207.54 |
| Station service | 53,679.85 |
| Station supplies | 6,383.72 |
| Switching charges—balance | 1,766.32 |
| Car mileage—balance | 943.52 |
| Hire of equipment—balance | 806.41 |
| Loss and damage | 1,968.53 |
| Injuries to persons | 6,505.34 |
| Clearing wrecks | 1,744.42 |
| Advertising | 644.00 |
| Outside agencies | 319.91 |
| Rents for tracks, yards and terminals—page 47, B. | 6,771.70 |
| Rents of buildings and other property | 3,429.17 |
| Stationery and printing | 2,849.55 |
| Other expenses | 24,251.65 |
| Total | \$959,827.40 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|--------------------|
| Salaries of general officers..... | \$37,775.70 |
| Salaries of clerks and attendants..... | 6,574.19 |
| General office expenses and supplies..... | 2,212.13 |
| Insurance..... | 14,044.60 |
| Law expenses..... | 19,289.45 |
| Stationery and printing (general offices)..... | 1,705.21 |
| Other expenses..... | 18,325.86 |
| Total..... | \$99,937.14 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$385,729.55 |
| Maintenance of equipment..... | 279,681.19 |
| Conducting transportation..... | 359,827.40 |
| General expenses..... | 99,937.14 |
| Grand total..... | \$1,125,175.28 |
| Percentage of expenses to earnings—entire line..... | 45.42 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$385,729.55 |
| Maintenance of equipment..... | 279,681.19 |
| Conducting transportation..... | 359,827.40 |
| General expenses..... | 99,937.14 |
| Total..... | \$1,125,175.28 |
| Percentage of expenses to earnings—Minnesota..... | 45.42 |

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|--|-------------------------------|---|------------|-------------------|
| Tracks, Union Depot, Duluth to Missabe Junction..... | Duluth..... | St. Paul & Duluth R. R.. | \$6,771.70 | ..... |
| Total..... | | | | \$6,771.70 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|----------------|--------------------------------------|-------|----------------------------|------------------------|
| Item. | Total. | ASSETS. | | Item. | Total. |
| \$7,220,524.53 | ..... | Cost of road—page 27..... | ..... | \$7,305,495.60 | ..... |
| 1,627,272.77 | ..... | Cost of equipment—page 29..... | ..... | 1,939,981.23 | ..... |
| 130,750.80 | ..... | Stocks owned—page 37..... | ..... | 130,750.80 | ..... |
| 549,983.41 | ..... | Cash and current assets—page 28..... | ..... | 1,443,335.58 | ..... |
| ..... | ..... | Other Assets..... | ..... | ..... | ..... |
| 114,097.43 | ..... | Materials and supplies..... | ..... | 63,024.80 | ..... |
| 824,281.40 | ..... | Sinking fund to retire bonds..... | ..... | 470,460.51 | ..... |
| ..... | ..... | Grand total..... | ..... | ..... | ..... |
| | \$9,966,910.34 | | | | \$11,413,117.52 |
| | | | | | Increase. \$144,971.07 |
| | | | | | Decrease. \$12,708.46 |
| | | | | | \$803,412.17 |
| | | | | | \$51,072.63 |
| | | | | | 146,188.11 |
| | | | | | \$1,446,207.18 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|----------------|--------------------------------------|-------|----------------------------|------------------------|
| Item. | Total. | LIABILITIES. | | Item. | Total. |
| \$2,512,500.00 | ..... | Capital stock—page 17..... | ..... | \$2,512,500.00 | ..... |
| 6,006,600.00 | ..... | Funded debt—page 23..... | ..... | 6,406,000.00 | ..... |
| 582,286.13 | ..... | Current liabilities—page 23..... | ..... | 313,206.11 | ..... |
| 300,820.90 | ..... | Sinking fund installments..... | ..... | 436,932.92 | ..... |
| 23,460.50 | ..... | Accretions to sinking fund..... | ..... | 33,536.59 | ..... |
| 319,346.00 | ..... | Replacement fund..... | ..... | 638,692.00 | ..... |
| 10,000.00 | ..... | Insurance fund..... | ..... | 20,000.00 | ..... |
| 212,496.81 | ..... | Profit and loss—page 31 (or 32)..... | ..... | 1,652,249.90 | ..... |
| ..... | ..... | Grand total..... | ..... | ..... | ..... |
| | \$9,966,910.34 | | | | \$11,413,117.52 |
| | | | | | Increase. \$400,000.00 |
| | | | | | Decrease. \$239,080.02 |
| | | | | | 136,112.02 |
| | | | | | 10,076.09 |
| | | | | | 319,346.00 |
| | | | | | 10,000.00 |
| | | | | | 839,753.09 |
| | | | | | \$1,446,207.18 |

EXPLANATORY REMARKS.

(Page 48.)

The amount shown on page 49 in balance sheet is less than the actual cost of road as shown on page 29 of this report. For reason therefor see report for June 30, 1898.

This year \$12,732.95 has been transferred from cost of road to income account and \$12,351.94 from cost of equipment to cost of road to adjust errors in report of June 30, 1898.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Net increase in mileage of main line and branches, .48 miles.
7. \$400,000 consolidated second mortgage bonds issued at par.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. By an agreement with the American Express Co., dated July 31, 1898, the Duluth, Missabe & Northern Railway Co. agrees to transport the freight of the express company over all lines operated by the railway company, the express company to pay for the service rendered a rate per 100 pounds based on the commodity and distance carried.

2. The railway company transports mails over any route on its lines when ordered by the United States Government post-office department. The railway company receives such compensation for its services as is from time to time fixed upon by the United States Government post-office department.

4. The cars of all transportation companies are allowed to run over this company's lines, paying the regular rate and receiving mileage, and their freight having no preference over other freight of like class.

6. By a joint traffic agreement, dated June 15, 1898, the railway company agrees to deliver to the Bessemer Steamship Co. at the railway docks in Duluth, Minn., or docks at Allouez Bay, Wis., all ore delivered to the railway company on the Missabe Range for carriage to lower lake ports which shall have been consigned by shippers over the said railway and steamship lines. This agreement can be terminated by mutual consent or by either party on three months' written notice.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment Mortgaged. |
|-----------------------------------|---------------------------|------------------------|--------|--------------------------------------|--|
| | From. | To. | Miles. | | |
| First division bonds..... | Stony Brook..... | Mountain Iron..... | 48.62 | | All that owned by company at date of mortgage. |
| First division bonds..... | Iron Junction..... | Biwabik..... | 15.50 | ..... |  |
| First division bonds..... | Mining spurs..... | ..... | 1.10 | ..... |  |
| Total..... | | | 65.22 | \$18,000 | |
| Consolidated first mortgage..... | Stony Brook..... | Mountain Iron..... | 48.62 | | All equipment. |
| Consolidated first mortgage..... | Iron Junction..... | Biwabik..... | 15.50 | ..... |  |
| Consolidated first mortgage..... | Wolf..... | Virginia..... | 4.30 | ..... |  |
| Consolidated first mortgage..... | Missabe Junction..... | Columbia Junction..... | 20.34 | ..... |  |
| Consolidated first mortgage..... | Wolf..... | Hibbing..... | 17.07 | ..... |  |
| Consolidated first mortgage..... | Service..... | Evans..... | 3.44 | ..... |  |
| Consolidated first mortgage..... | Hibbing..... | Hull Yard..... | 2.02 | ..... |  |
| Consolidated first mortgage..... | Mining and log spurs..... | ..... | 23.45 | ..... |  |
| Total..... | | | 145.74 | 15,900 | |
| Consolidated second mortgage..... | Same as above..... | Same as above..... | 145.74 | 19,940 | |

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Compensation | Average Daily Compensation. |
|--|---------|---------------------------------------|---------------------------------|-----------------------------------|
| General officers..... | 10 | 8,655 | \$44,829.65 | \$12.27 |
| General office clerks | 14 | 4,275 | 9,956.95 | 2.33 |
| Station agents..... | 12 | 4,271 | 8,594.95 | 2.01 |
| Other station men | 26 | 4,331 | 7,137.29 | 1.65 |
| Enginemen..... | 44 | 9,733 | 98,178.50 | 8.92 |
| Firemen..... | 44 | 9,733 | 23,750.10 | 2.44 |
| Conductors..... | 28 | 6,545 | 20,166.45 | 8.06 |
| Other trainmen..... | 57 | 12,997 | 25,988.80 | 2.00 |
| Machinists..... | 17 | 4,848 | 11,300.15 | 2.33 |
| Carpenters..... | 30 | 9,173 | 19,652.90 | 2.14 |
| Other shopmen..... | 96 | 27,164 | 47,672.16 | 1.76 |
| Section foremen..... | 34 | 9,405 | 16,596.95 | 1.76 |
| Other trackmen..... | 505 | 94,443 | 127,132.01 | 1.51 |
| Switchmen, flagmen and watchmen..... | 55 | 11,233 | 28,694.77 | 2.54 |
| Telegraph operators and dispatchers..... | 28 | 6,176 | 13,310.25 | 2.16 |
| All other employes and laborers..... | 217 | 43,673 | 78,924.90 | 1.30 |
| Total (including gen. officers)—Minn.... | 1,217 | 251,910 | \$521,826.78 | \$2.07 |
| Less general officers..... | 10 | 8,655 | 44,829.65 | ..... |
| Total (excluding gen. officers)—Minn.... | 1,207 | 243,255 | \$476,997.13 | \$1.92 |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration..... | 17 | 5,940 | 46,536.80 | 7.84 |
| Maintenance of way and structures..... | 576 | 117,151 | 137,673.21 | 1.60 |
| Maintenance of equipment | 143 | 41,135 | 73,625.21 | 1.91 |
| Conducting transportation..... | 481 | 97,634 | 208,941.76 | 2.33 |
| Total (including gen. officers)—Minn.... | 1,217 | 251,910 | \$521,826.78 | \$2.07 |
| Less general officers..... | 10 | 8,655 | 44,829.65 | ..... |
| Total (excluding gen. officers)—Minn.... | 1,207 | 243,255 | \$476,997.13 | \$1.92 |
| Total (includg. gen. officers)—entire line | 1,207 | 243,255 | 476,997.13 | 1.92 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Rev- enue and Rates. |
|--|--|-------------------------------------|
| | | Dols. Cts. Mls. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 31,583 | |
| Number of passengers carried one mile..... | 1,150,641 | |
| Number of passengers carried one mile per mile of road..... | 7,793 | |
| Average distance carried..... | 96.432 | |
| Total passenger revenue—page 85..... | | \$66,154.46 |
| Average amount received from each passenger..... | | 1.14.474 |
| Average receipts per passenger per mile..... | | 08.142 |
| Total passenger earnings—page 85..... | | 44,581.68 |
| Passenger earnings per mile of road..... | | 301.62.841 |
| Passenger earnings per train mile..... | | 76.328 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63..... | 3,444,973 | |
| Number of tons carried one mile..... | 251,089,548 | |
| Number of tons carried one mile per mile of road..... | 1,700,708 | |
| Average distance haul of one ton..... | 72.886 | |
| Total freight revenue—page 85..... | | 2,428,891.50 |
| Average amount received for each ton of freight..... | | 70.506 |
| Average receipts per ton per mile..... | | .967 |
| Total freight earnings—page 85..... | | 2,428,891.50 |
| Freight earnings per mile of road..... | | 16,451.44.609 |
| Freight earnings per train mile..... | | 5.57.724 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 85..... | | 2,465,045.96 |
| Passenger and freight revenue per mile of road..... | | 16,606.32.868 |
| Passenger and freight earnings—page 85..... | | 2,473,423.18 |
| Passenger and freight earnings per mile of road..... | | 16,753.09.059 |
| Gross earnings from operation—page 35..... | | 2,477,489.93 |
| Gross earnings from operation per mile of road..... | | 16,780.61.454 |
| Gross earnings from operation per train mile..... | | 4.99.155 |
| Operating expenses—page 45..... | | 1,125,175.28 |
| Operating expenses per mile of road..... | | 7,621.07 |
| Operating expenses per train mile..... | | 2.27.840 |
| Income from operation—page 81..... | | 1,352,314.65 |
| Income from operation per mile of road..... | | 9,100.88 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 48,412 | |
| Miles run by freight trains..... | 406,706 | |
| Miles run by mixed trains..... | 89,726 | |
| Total mileage trains earning revenue..... | 498,844 | |
| Miles run by switching trains..... | | |
| Miles run by construction and other trains..... | 58,200 | |
| Grand total train mileage..... | 552,044 | |
| Mileage of loaded freight cars—north or east..... | 590,744 | |
| Mileage of loaded freight cars—south or west..... | 8,525,147 | |
| Mileage of empty freight cars—north or east..... | 8,523,701 | |
| Mileage of empty freight cars—south or west..... | 238,714 | |
| Average number of freight cars in train..... | 40.9 | |
| Average number of loaded cars in train..... | 20.8 | |
| Average number of empty cars in train..... | 20.1 | |
| Average Number of tons of freight in train..... | 347.7 | |
| Average Number of tons of freight in each loaded car..... | 16.7 | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road. Tons. | Freight Received from Con- necting Road and Other Carriers. Tons. | TOTAL FREIGHT TONNAGE. | |
|---|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain..... | 821 | 491 | 1,312 | .038 |
| Flour..... | 988 | 490 | 1,478 | .043 |
| Other mill products..... | 646 | 129 | 775 | .022 |
| Hay..... | 1,484 | 861 | 2,345 | .068 |
| Tobacco..... | 63 | 23 | 89 | .003 |
| Fruit and vegetables..... | 1,108 | 282 | 1,390 | .041 |
| Live stock..... | 518 | 62 | 580 | .017 |
| Dressed meats..... | 447 | 51 | 498 | .015 |
| Other packing-house products..... | 295 | 11 | 306 | .009 |
| Hides and leather..... | 93 | 2 | 95 | .001 |
| Anthracite coal..... | 922 | | 922 | .027 |
| Bituminous coal..... | 23,399 | | 23,399 | .679 |
| Ores..... | 3,145,578 | | 3,145,578 | 91.300 |
| Stone, sand and other like articles..... | 255 | | 255 | .007 |
| Lumber..... | 9,881 | 4,207 | 14,088 | .409 |
| Logs and piling..... | 231,499 | | 231,499 | 6.730 |
| Ties, posts and wood..... | 3,781 | | 3,781 | .110 |
| Petroleum and other oils..... | 344 | 304 | 648 | .019 |
| Sugar..... | 252 | 3 | 255 | .007 |
| Iron and steel rails..... | 1,168 | 1,204 | 2,372 | .069 |
| Other castings and machinery..... | 2,133 | 190 | 2,323 | .068 |
| Bar and sheet metal..... | 94 | 27 | 121 | .003 |
| Cement, brick and lime..... | 579 | 84 | 663 | .019 |
| Wagons, carriages, tools, etc..... | 165 | 18 | 183 | .005 |
| Wines, liquors and beers..... | 1,416 | 675 | 2,091 | .061 |
| Household goods and furniture..... | 258 | 130 | 388 | .011 |
| Merchandise..... | 224 | 151 | 375 | .011 |
| Miscellaneous—Other commodities not men- tioned above..... | 4,085 | 3,127 | 7,212 | .209 |
| Total tonnage—Minnesota..... | 3,482,442 | 12,531 | 3,444,973 | 100.000 |
| Total tonnage—Entire line..... | 3,482,442 | 12,531 | 3,444,973 | 100.000 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Ac- quired during Year. | Total Num- ber at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|-----------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|--------------|--|----------|
| | | | No. | Name. | No. | Name. |
| LOCOMOTIVES—Owned and Leased: | | | | | | |
| Passenger..... | | 32 | 2 | Westinghouse | | |
| Freight..... | 4 | 32 | 22 | Westinghouse | | |
| Switching..... | 1 | 9 | 9 | Westinghouse | | |
| Total Locomotives in Service.. | | 33 | 33 | | | |
| Total Locomotives Owned..... | | 33 | 33 | | | |
| CARS—Owned and Leased: | | | | | | |
| IN PASSENGER SERVICE— | | | | | | |
| First-class cars..... | | 4 | 4 | Westinghouse | 4 | Miller. |
| Second-class cars..... | | 1 | 1 | Westinghouse | 1 | Miller. |
| Combination cars..... | | 2 | 2 | Westinghouse | 2 | Miller. |
| Baggage, express and postal cars. | | 1 | 1 | Westinghouse | 1 | Miller. |
| Total..... | | 8 | 8 | | 8 | |
| IN FREIGHT SERVICE— | | | | | | |
| Box cars..... | | 45 | 45 | Westinghouse | 6 | Chicago. |
| Flat cars..... | 50 | 289 | 220 | Westinghouse | 19 | Buckey. |
| Ore cars..... | 500 | 2,701 | 2,701 | Westinghouse | 50 | Tower. |
| Refrigerator cars..... | | 4 | 4 | Westinghouse | 600 | Buckey. |
| Total..... | | 3,019 | 2,970 | | 2,099 | Chicago. |
| IN COMPANY'S SERVICE— | | | | | | |
| Officers' and pay cars..... | | 2 | 2 | Westinghouse | 1 | Janney. |
| Caboose cars..... | 4 | 19 | 19 | Westinghouse | 1 | Tower. |
| Other road cars..... | | 3 | 1 | Westinghouse | 4 | Gould. |
| Total..... | 4 | 24 | 22 | | 2 | |
| Total cars in service..... | | 3,051 | 3,000 | | | |
| Total cars owned..... | | 3,051 | 3,000 | | 2,790 | |

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|-----------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 48.62 | 97.12 | ..... | ..... | ..... | 1.90 | 147.64 | .48 | ..... | 145.74 |
| Miles of second track | 11.25 | ..... | ..... | ..... | ..... | ..... | 11.25 | ..... | ..... | 11.25 |
| Miles of yard track and sidings | 42.11 | 8.47 | ..... | ..... | ..... | ..... | 48.58 | 8.27 | ..... | 45.58 |
| Total mileage operated (all tracks) .. | 101.98 | 105.59 | ..... | ..... | ..... | 1.90 | 204.47 | 8.75 | ..... | 202.57 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|------|--------|-----|-------|--------|
| Minnesota | 48.62 | 97.12 | ..... | ..... | ..... | 1.90 | 147.64 | .48 | ..... | 145.74 |
| Total mileage operated (single track) .. | 48.62 | 97.12 | ..... | ..... | ..... | 1.90 | 147.64 | .48 | ..... | 145.74 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| | Minnesota..... | 48.62 | 97.12 | 145.74 | .48 | ..... | 145.74 |
| Total mileage owned (single track)..... | 48.62 | 97.12 | 145.74 | .48 | ..... | 145.74 |

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|-------|--------------------------------|--|----------------------------|---------|---|
| KIND. | Tons. | Weight Per Yard, Pounds. | Av. Price Per Ton at Distrib- uting Point. | KIND. | Number. | Av. Price at Distrib- uting Point, Cents. |
| Steel | 22 | 80 | \$20.10 | | 70,970 | 24 |
| Total.. | 22 | 80 | \$20.10 | Total..... | 70,970 | 24 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bitumi- nous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|---------------------------------|--------------------------|----------------------------------|------------|--|
| Passenger..... | 1,186 | ..... | 1,186 | ..... | 40.27 |
| Freight..... | 25,650 | ..... | 25,650 | ..... | 90.11 |
| Switching..... | 6,847 | ..... | 6,847 | ..... | 84.47 |
| Construction..... | 5,081 | ..... | 5,081 | ..... | 79.58 |
| Total..... | 38,764 | ..... | 38,764 | ..... | 73.60 |
| Average cost at distributing point.. | \$2.23 | ..... | ..... | ..... | ..... |

(Page 71.)

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------------|------------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling | | 5 | | | | | | 5 |
| Falling from trains and engines | | 1 | | | | | | 1 |
| Collisions | | | | | 1 | | | 1 |
| Derailments | | 1 | | 1 | | | | 2 |
| Other train accidents | | 2 | | 1 | | | | 3 |
| Other causes..... | | | | 1 | 1 | 11 | 1 | 12 |
| Total..... | | 9 | | 3 | 1 | 12 | 1 | 24 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---------------------------|-------------|---------|--------------|---------|---------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Derailments | | 1 | | | | | | 1 |
| At highway crossings..... | | | | | | 1 | | 1 |
| Other causes..... | | | | 1 | | | | 1 |
| Total..... | | 1 | | 1 | | 1 | | 3 |

(Page 70.)

EXPLANATORY REMARKS.

Other Train Accidents, Employees—1 thrown against railway caboose; 1 slipped and fell; 1 failed to turn switch, struck by train.

Other Causes, Employees—10 hurt working on ore docks; 1 sectionman struck by switch engine; 1 working in shops; 1 sectionman ran handcar into standing train.

Other Causes, Others—1 asleep on track.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|------------------------|--------|-------------------|---------------------------------------|----------------------------------|-------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From. | To. | Miles. | Num-ber of Curves | Aggret Length of Curved Lines. Miles. | Length of Straight Track. Miles. | Length of Level Track. Miles. | Ascending Grades. | | | Descending Grades. | | |
| | | | | | | | No. | Sum of Ascents. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descents. Feet. | Aggregate Length of Descending Grades. Miles. |
| Stony Brook..... | Mountain Iron..... | 48.62 | 38 | 8.80 | 39.82 | 9.17 | 21 | 882.0 | 30.28 | 19 | 120.0 | 9.17 |
| Missabe Junction..... | Columbia Junction..... | 29.24 | 39 | 9.33 | 20.01 | 4.11 | 19 | 849.4 | 14.78 | 17 | 197.0 | 10.45 |
| Iron Junction..... | Bivalvik..... | 15.50 | 9 | 1.68 | 13.82 | 3.96 | 6 | 97.0 | 6.69 | 7 | 106.0 | 5.45 |
| Spruce..... | Eveleth..... | 3.44 | 6 | .81 | 2.63 | 4.45 | 6 | 154.5 | 2.07 | 2 | 2.0 | 3.82 |
| Wolf..... | Virginia..... | 6.30 | 3 | .68 | 5.62 | 1.90 | 5 | 59.5 | 3.15 | 4 | 22.5 | 1.25 |
| Hibbing..... | Hibbing..... | 17.07 | 17 | 4.52 | 12.55 | 5.25 | 10 | 201.0 | 8.41 | 5 | 61.5 | 8.41 |
| Hibbing..... | Hull Yard..... | 2.02 | 5 | .49 | 1.53 | .15 | 3 | 44.3 | .92 | 3 | 21.0 | .95 |
| Total..... | | 122.29 | 117 | 26.31 | 95.98 | 24.39 | 70 | 1,787.7 | 66.90 | 57 | 590.0 | 31.00 |

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, ft. | Minimum Length, ft. | Maximum Length, ft. | ITEM. | Number. | Height of Lowest Above Surface of Rail. Ft. In. |
|----------------|---------|-----------------------|---------------------|---------------------|-----------------------------|---------|---|
| BRIDGES— | | | | | Overhead Highway Crossings— | | |
| Iron | 17 | 2,066.02 | 20 | 496.06 | Trestles | 3 | 20 |
| Wooden | 2 | 355.00 | 105 | 250.00 | Total | 3 | |
| Total | 19 | 2,421.02 | | | Overhead Railway Crossings | | |
| Trestles | | 18143.06 | 15 | 1,575.00 | Trestles | 4 | 35 |

Gauge of track, 4 feet 8½ inches. 145.74 miles.

TELEGRAPH.

Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

| | |
|---------------------|--------|
| Miles of line | 114.40 |
| Miles of wire | 288.50 |

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

| CARS USED. | | COMPENSATION. | |
|---|--------------------|---------------|----------|
| Name of Owner. | Description. | Rate, Cts. | Amount. |
| Armour Car Lines | Refrigerator | 3-4 | \$3.30 |
| Chicago Refrigerator Car Line | Refrigerator | 3-4 | 1.27 |
| Cudahy Refrigerator Line | Refrigerator | 3-4 | 3.41 |
| Hammond Refrigerator Line | Refrigerator | 3-4 | 2.03 |
| Kansas City Dressed Beef Line | Refrigerator | 3-4 | 5.80 |
| Merchants' Despatch Transportation Line | Box | 3-4 | 8.47 |
| Omaha Packing Co. | Refrigerator | 3-4 | 2.04 |
| Pabst Refrigerator Line | Refrigerator | 3-4 | 2.36 |
| St. Charles Refrigerator Despatch | Refrigerator | 3-4 | 2.28 |
| Swift Refrigerator Line | Refrigerator | 3-4 | 24.01 |
| Union Refrigerator Transit Co. | Refrigerator | 3-4 | 60.61 |
| Union Tank Line | Refrigerator | 3-4 | 13.11 |
| Total | | | \$129.18 |

Duluth, Mississippi River & Northern Railroad Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth, Mississippi River & Northern Railroad Co.

2. Date of organization? March 16, 1892.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the provisions of title one (1), chapter thirty-four (34), General Statutes of the State of Minnesota and acts amendatory thereto.

(Page 2.)

EXPLANATORY REMARKS.

This company commenced operating the railroad July 1, 1895.

Prior to that date the road was not operated as a public railroad, but was in process of construction and was in possession of parties holding contract for construction, viz.: Swan River Logging Co.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|-------------------------|---------------------|---|
| James N. Hill..... | St. Paul, Minn..... | } Second Wednesday of Jan., 1900, or until their successors are duly elected and qualified. |
| Charles H. Davis..... | Saginaw, Mich..... | |
| Willis T. Knowlton..... | Saginaw, Mich..... | |
| D. M. Philbin..... | Duluth, Minn..... | |
| J. H. Gruber..... | Duluth, Minn..... | |

Total number of stockholders at date of last election? 9.

Date of last meeting of stockholders for election of directors? January 11, 1899.

Give postoffice address of general office? Duluth, Minn.

Give postoffice address of operating office? Swan River, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? J. H. Gruber, secretary, Duluth, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|----------------------------|-----------------------|---------------------|
| President..... | Vacant. | |
| First Vice-president..... | Charles H. Davis..... | Saginaw, Mich. |
| Secretary..... | J. H. Gruber..... | Duluth, Minn. |
| Treasurer..... | Willis T. Knowlton.. | Saginaw, Mich. |
| General manager..... | John F. Killorin.. | Swan River, Minn. |
| General superintendent.... | D. M. Philbin..... | Duluth, Minn. |

(Page 9.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named. | Miles of Line for Each Class of Roads Named. |
|---|-----------------------|-----------------------|------------------------------------|--|
| | From. | To. | | |
| 1. a Duluth, Mississippi River & Northern Railroad..... | Mississippi, Minn.... | Kelley Lake, Minn.... | 31.80 | 31.80 |
| b Mine branch..... | Kelley Lake, Minn.... | Hibbing, Minn..... | 3.76 | 3.00 |
| Mahoning branch..... | Agnew Jct., Minn.... | Mahoning, Minn..... | .94 | 4.70 |
| Total..... | | | | 36.50 |

(Page 9 B.)

EXPLANATORY REMARKS.

May 1, 1899, the Duluth, Mississippi River & Northern Railroad Co. sold its railroad and equipment to Eastern Railway of Minnesota and ceased operating (see page 53).

In addition to the mileage operated there is an additional 13 miles constructed during year for which bonds were issued during year, but which has not been operated (see page 53).

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|----------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|-------------|
| | | | | | Rate. | Amount. |
| Capital Stock; common..... | 250 | \$100.00 | \$25,000.00 | \$4,800.00 | 500% | \$24,000.00 |
| Total..... | 250 | | \$25,000.00 | \$4,800.00 | | \$24,000.00 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|------------------------------|--------------------------------------|---|---|----------------------|
| Issued for cash; common..... | 48 | | 48 | \$4,800.00 |
| Total..... | 48 | | 48 | \$4,800.00 |

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------|----------------|------------|-----------------------------|----------------|---------------------|---------------------------------|---------------|----------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate, Per Ct. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First Mortgage Bonds..... | May, 1895 | Jan., 1924 | \$2,250,000 | \$728,000 | \$728,000 | \$728,000 | 5 | Jan. 1 and July 1... | \$30,833.30 | \$18,200.00 |
| First Mortgage Bonds..... | Jan., 1899 | Jan., 1924 | ..... | 259,000 | 259,000 | 259,000 | 5 | Jan. 1 and July 1... | 4,316.67 | ..... |
| Grand total..... | ..... | ..... | \$2,250,000 | \$987,000 | \$987,000 | \$987,000 | ..... | ..... | \$34,649.97 | \$18,200.00 |

(Page 18.)

EXPLANATORY REMARKS.

Interest is computed to May 1, 1899, on bonds and the statement of bonds outstanding refers to that date. On May 1, 1899, this company sold its railroad and equipment and retired its bonds, including all unpaid interest (see page 33), so that at date of this report it has no outstanding bonds or indebtedness.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|---|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued during Year. | Amount Paid during Year. |
| Mortgage bonds—page 19 | \$987,000.00 | \$987,000.00 | \$84,649.97 | \$18,200.00 |
| Miscellaneous obligations—page 19 ..... | ..... | ..... | ..... | ..... |
| Income bonds—page 19 ..... | ..... | ..... | ..... | ..... |
| Equipment trust obligations—page 21 ..... | ..... | ..... | ..... | ..... |
| Total | \$987,000.00 | \$987,000.00 | \$84,649.97 | \$18,200.00 |

(Page 22.)

EXPLANATORY REMARKS.

This debt is stated as of May 1, 1890, on date of this report there was none. (See page 53.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|-------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17 | \$4,800.00 | \$4,800.00 | ..... | 49.50 | \$97.00 |
| Bonds—page 19 (grand total) | 987,000.00 | 987,000.00 | ..... | 49.50 | 19,839.00 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | \$991,800.00 | \$991,800.00 | ..... | 49.50 | \$20,036.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--|----------------|--------------|--------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Duluth, Mississippi River & Northern Railroad..... | \$4,800.00 | \$987,000.00 | \$991,800.00 | 49.50 | \$20,036.00 |
| Grand total..... | \$4,800.00 | \$987,000.00 | \$991,800.00 | 49.50 | \$20,036.00 |

(Page 24.)

EXPLANATORY REMARKS.

The mileage is here stated as 49.50 and includes 13 miles constructed during year, but not operated. See pages 9 B and 53.

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|---|---|------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION— | | | | |
| Engineering | | \$147.75 | \$147.75 | \$2.99 |
| Real Estate | | 1,335.00 | 1,335.00 | 26.97 |
| Grading | | 15,123.84 | 15,123.84 | 305.58 |
| Ties | | 41.97 | 41.97 | .85 |
| Rails | | 10,270.89 | 10,270.89 | 207.49 |
| Track fastenings | | 1,221.60 | 1,221.60 | 24.68 |
| Frogs and switches | | 1,102.94 | 1,102.94 | 22.23 |
| Track laying and surfacing | | 1,068.30 | 1,068.30 | 22.09 |
| Fencing right of way | 170.14 | ..... | 170.14 | 3.44 |
| Crossings, cattle guards and signs | 58.36 | ..... | 58.36 | 1.20 |
| Telegraph lines | | 2,256.45 | 2,256.45 | 45.58 |
| Station buildings and fixtures | | 2,371.33 | 2,371.33 | 47.91 |
| Water stations | | 1,312.81 | 1,312.81 | 26.52 |
| Fuel stations | | 60.40 | 60.40 | 1.22 |
| Miscellaneous structures | | 701.23 | 701.23 | 14.17 |
| General expenses, cost of constructed road | 235,696.67 | 621,408.00 | 857,104.67 | 17,315.24 |
| Total construction | \$235,926.17 | \$658,447.51 | \$894,373.68 | \$18,068.16 |
| EQUIPMENT— | | | | |
| Locomotives | 17,600.00 | 52,046.25 | 69,646.25 | 1,406.99 |
| Passenger cars | | 4,208.68 | 4,208.68 | 85.02 |
| Freight cars | | 10,416.06 | 10,416.06 | 210.42 |
| Other cars of all classes | | 1,370.00 | 1,370.00 | 27.68 |
| Floating equipment | 89.00 | 7,489.34 | 7,578.34 | 153.10 |
| Total equipment | \$17,689.00 | \$75,590.33 | \$96,219.33 | \$1,883.21 |
| Total construction—Page 27 | 235,926.17 | 658,447.51 | 894,373.68 | 18,068.16 |
| Grand total cost of construction, equipment, etc | \$253,615.17 | \$733,977.84 | \$987,593.01 | \$19,951.37 |

(Page 28.)

EXPLANATORY REMARKS.

These totals are not returned on page 49 for the reason that on May 1, 1899, the road and equipment was sold, and all cost extinguished, see page 53.

Cost of construction of road.—

Itemized statement of original cost of construction of Mine Branch cannot at this time be given, as the road was built by contract as follows:

| | |
|-------------------------------------|---------------------|
| Mine Branch to April 30, 1899 | \$234,719.61 |
| Acropolis siding | 765.30 |
| Powers Simpson Co | 211.26 |
| | \$235,696.67 |

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|--------------|-------------|
| Gross earnings from operation—page 35..... | \$139,303.12 | |
| Less operating expenses—page 45..... | 114,499.08 | |
| Income from operation..... | | \$24,804.04 |
| Miscellaneous income, less expenses—page 41..... | | 4,800.00 |
| Total income..... | | \$29,604.04 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$18,200.00 | |
| Taxes..... | 2,794.08 | |
| Total deductions from income..... | | \$20,994.08 |
| Net income..... | | \$8,609.96 |
| Dividends, 500 per cent, common stock—page 17..... | \$24,000.00 | |
| Total..... | \$24,000.00 | |
| Surplus from operations of year ending June 30, 1899..... | | \$8,609.96 |
| Surplus account not used for bond redemption..... | | 15,000.00 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report) | | 390.04 |
| Total..... | | \$24,000.00 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEMS. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$7,173.86 | | |
| Total passenger revenue..... | | | \$7,173.86 |
| Express..... | | | 250.86 |
| Extra baggage and storage..... | | | 42.20 |
| Total passenger earnings..... | | | \$7,466.92 |
| FREIGHT— | | | |
| Freight revenue..... | 131,727.59 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$216.61 | |
| Total deductions..... | | \$216.61 | |
| Total freight revenue..... | | | \$131,510.98 |
| Total freight earnings..... | | | \$131,510.98 |
| Total passenger and freight earnings..... | | | \$138,977.90 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Telegraph companies..... | | | 325.22 |
| Total other earnings..... | | | \$325.22 |
| Total gross earnings from operation—Minn..... | | | \$139,303.12 |
| Total gross earnings from operation—entire line..... | | | \$139,303.12 |

(Page 41.)

MISCELLANEOUS INCOME.

| | |
|--------------------------------|------------|
| Engineering and surveying..... | \$4,800.00 |
|--------------------------------|------------|

(Page 48.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|--|--------------------|
| Repairs of roadway | \$9,998.24 |
| Renewals of ties | 3,082.50 |
| Repairs and renewals of bridges and culverts | 96.78 |
| Repairs and renewals of buildings and fixtures | 90.45 |
| Repairs and renewals of telegraph | 52.40 |
| Total | \$13,299.37 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|--------------------|
| Superintendence | \$1,250.00 |
| Repairs and renewals of locomotives | 4,594.37 |
| Repairs and renewals of passenger cars | 917.63 |
| Repairs and renewals of freight cars | 3,807.41 |
| Total | \$10,569.41 |

CONDUCTING TRANSPORTATION.

| | |
|--|--------------------|
| Superintendence | \$1,804.00 |
| Engine and roundhouse men | 8,770.26 |
| Fuel for locomotives | 10,282.28 |
| Water supply for locomotives | 977.22 |
| Oil, tallow and waste for locomotives | 504.77 |
| Other supplies for locomotives | 550.38 |
| Train service | 6,286.98 |
| Train supplies and expenses | 354.31 |
| Telegraph expenses | 1,948.05 |
| Station service | 1,068.50 |
| Station supplies | 142.19 |
| Car mileage—balance | 2,689.37 |
| Hire of equipment—balance | .85 |
| Loss and damage | 1.79 |
| Injuries to persons | 271.85 |
| Rents for tracks, yards and terminals—page 47, B | 42,068.29 |
| Rents of buildings and other property | 208.31 |
| Total | \$77,844.25 |

GENERAL EXPENSES.

| | |
|---|--------------------|
| Salaries of general officers | \$11,208.30 |
| Salaries of clerks and attendants | 926.29 |
| General office expenses and supplies | 848.25 |
| Insurance | 80.00 |
| Stationery and printing (general offices) | 225.00 |
| Other expenses | 53.12 |
| Total | \$12,816.05 |

RECAPITULATION OF EXPENSES.

| | |
|--|---------------------|
| Maintenance of way and structures | \$13,299.37 |
| Maintenance of equipment | 10,569.41 |
| Conducting transportation | 77,844.25 |
| General expenses | 12,816.05 |
| Grand total | \$114,499.08 |
| Percentage of expenses to earnings—entire line | 82% |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|--|---------------------|
| Maintenance of way and structures | \$13,299.37 |
| Maintenance of equipment | 10,569.41 |
| Conducting transportation | 77,844.25 |
| General expenses | 12,816.05 |
| Total | \$114,499.08 |
| Percentage of expenses to earnings—Minnesota | 82% |

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| | | |
|---------------------------------|---|-------------|
| Tracks, Mississippi, Minn. | } | \$42,068.29 |
| Yards, Mahoning, Minn. | | |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|---------------------------------|--------------|----------------|------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$658,447.51 | | | | | \$658,447.51 |
| 75,530.33 | | | | | 75,530.33 |
| 19,063.02 | | | | | 19,063.02 |
| 200.60 | | | | | 200.60 |
| | | \$4,800.00 | | \$4,800.00 | |
| | \$753,250.46 | | \$4,800.00 | \$4,800.00 | \$753,250.46 |
| ASSETS. | | | | | |
| Cost of road—page 27 | | | | | |
| Cost of equipment—page 29 | | | | | |
| Cash and current assets—page 23 | | | | | |
| Other Assets— | | | | | |
| Materials and supplies | | | | | |
| Sundries | | | | | |
| Grand total | | | | | |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|---------------------------------|--------------|----------------|------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$4,800.00 | | \$4,800.00 | | | |
| 753,000.00 | | | | | 753,000.00 |
| 5,000.42 | | | | | 5,000.42 |
| 13,000.00 | | | | | 13,000.00 |
| 380.04 | | | | | 380.04 |
| | \$753,250.46 | | \$4,800.00 | | \$748,450.46 |
| LIABILITIES. | | | | | |
| Capital stock—page 17 | | | | | |
| Funded debt—page 23 | | | | | |
| Current liabilities—page 23 | | | | | |
| Surplus | | | | | |
| Profit and loss—page 31 (or 33) | | | | | |
| Grand total | | | | | |

EXPLANATORY REMARKS.

(Page 48.)

This road was sold May 1, 1899 (see page 53). All bonds retired and construction account extinguished.

(Page 58.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

3. Thirteen miles from Hibbing to Hobson Lake was constructed during the year and bonds issued in payment of same, but the additional mileage was not operated.

6. No new stock was issued, but forty-eight shares subscribed and paid for at time of organization of road were issued during the year.

7. \$259,000 of bonds were issued during the year. In payment of the thirteen miles extension, \$234,000, and for other purposes \$25,000. All of which have, however, been paid and canceled.

8. May 1, 1899, the company sold its road and equipment to Eastern Railway of Minnesota, which company held the \$928,000 of bonds of this company in consideration of the cancellation and retirement of such bonds and all accrued interest thereon.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Compensation. | Average Daily Compensation. |
|--|---------|------------------------------|----------------------------|-----------------------------|
| General officers..... | 5 | 1,431 | \$9,033.30 | \$6.31 |
| Other officers..... | 3 | 945 | 3,370.00 | 4.00 |
| General office clerks..... | 1 | 304 | 604.20 | 1.98 |
| Station agents..... | 3 | 934 | 1,672.10 | 1.79 |
| Enginemen..... | 7 | 1,529 | 4,494.91 | 2.94 |
| Firemen..... | 8 | 1,581 | 3,188.22 | 2.02 |
| Conductors..... | 5 | 1,102 | 2,485.84 | 2.26 |
| Other trainmen..... | 8 | 1,454 | 2,817.72 | 1.94 |
| Machinists..... | 1 | 304 | 1,250.00 | 4.11 |
| Section foremen..... | 4 | 1,010 | 1,822.35 | 1.80 |
| Other trackmen..... | 27 | 3,478 | 4,900.84 | 1.47 |
| Switchmen, flagmen and watchmen..... | 5 | 997 | 1,557.00 | 1.56 |
| Telegraph operators and dispatchers..... | 4 | 958 | 2,455.06 | 2.35 |
| All other employees and laborers..... | 4 | 933 | 1,571.38 | 1.68 |
| Total (inc. general officers)—Minnesota..... | 85 | 16,960 | \$41,792.01 | \$2.46 |
| Less general officers..... | 5 | 1,431 | 9,033.30 | 6.31 |
| Total (exc. general officers)—Minnesota..... | 80 | 15,529 | \$32,758.71 | \$2.11 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration..... | 9 | 2,680 | 14,153.30 | 5.28 |
| Maintenance of way and structures..... | 31 | 4,488 | 6,792.19 | 1.51 |
| Maintenance of equipment..... | 5 | 997 | 1,557.00 | 1.56 |
| Conducting transportation..... | 40 | 8,795 | 19,289.43 | 2.19 |
| Total (inc. general officers)—Minnesota..... | 85 | 16,960 | \$41,792.01 | \$2.46 |
| Less general officers..... | 5 | 1,431 | 9,033.30 | 6.31 |
| Total (exc. general officers)—Minnesota..... | 80 | 15,529 | \$32,758.71 | ..... |
| Total (inc. general officers)—Entire line..... | 85 | 16,960 | 41,792.01 | 2.46 |

(Page 58.)

EXPLANATORY REMARKS.

Operation of this road extended from July 1, 1898, to April 30, 1899, inclusive.

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars. | Column for Revenue and Rates. |
|--|---|-------------------------------------|
| | | Dols. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 11,317 | |
| Number of passengers carried one mile..... | 243,090 | |
| Number of passengers carried one mile per mile of road..... | 6,083 | |
| Average distance carried..... | 21.56 | |
| Total passenger revenue—page 35..... | | 7,173.86 |
| Average amount received from each passenger..... | | .63.881 |
| Average receipts per passenger per mile..... | | .02.941 |
| Total passenger earnings—page 35..... | | 7,406.92 |
| Passenger earnings per mile of road..... | | 204.57 |
| Passenger earnings per train mile..... | | 2.50.899 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63..... | 650,311 | |
| Number of tons carried one mile..... | 16,106,020 | |
| Number of tons carried one mile per mile of road..... | 441,200 | |
| Average distance haul of one ton..... | 2,322 | |
| Total freight revenue—page 35..... | | 181,510.98 |
| Average amount received for each ton of freight..... | | .20.222 |
| Average receipts per ton per mile..... | | .00.871 |
| Total freight earnings—page 35..... | | 181,510.98 |
| Freight earnings per mile of road..... | | 3,003.04 |
| Freight earnings per train mile..... | | 3.35.641 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 138,684.84 |
| Passenger and freight revenue per mile of road..... | | 3,790.58 |
| Passenger and freight earnings—page 35..... | | 138,977.90 |
| Passenger and freight earnings per mile of road..... | | 3,807.61 |
| Gross earnings from operation—page 35..... | | 139,303.12 |
| Gross earnings from operation per mile of road..... | | 3,816.52 |
| Gross earnings from operation per train mile..... | | 3.30.384 |
| Operating expenses—page 45..... | | 114,490.08 |
| Operating expenses per mile of road..... | | 3,136.96 |
| Operating expenses per train mile..... | | 2.71.083 |
| Income from operation—page 31..... | | 24,813.04 |
| Income from operation per mile of road..... | | .679.56 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains, 25 per cent equals..... | 2,982 | |
| Miles run by freight trains..... | 39,182 | |
| Miles run by mixed trains..... | 30,235 | |
| | 11,929 | |
| Total mileage trains earning revenue..... | 42,164 | |
| Miles run by switching trains..... | 29,843 | |
| Miles run by construction and other trains..... | 30,922 | |
| Grand total train mileage..... | 102,929 | |
| Mileage of loaded freight cars—north or east..... | 15,445 | |
| Mileage of loaded freight cars—south or west..... | 817,472 | |
| Mileage of empty freight cars—north or east..... | 794,565 | |
| Mileage of empty freight cars—south or west..... | 11,500 | |
| Average number of freight cars in train..... | 34.9 | |
| Average number of loaded cars in train..... | 17.7 | |
| Average number of empty cars in train..... | 17.2 | |
| Average number of tons of freight in train..... | 365.9 | |
| Average number of tons of freight in each loaded car..... | 21.6 | |

(Page 60.)

EXPLANATORY REMARKS.

In computing number of passengers, etc., carried one mile per mile of road, 96.50 miles were used. The 13 additional miles built during year not used in passenger service.

In computing passenger earnings for train miles, 25 per cent of miles run by mixed trains has been used and the balance added to miles run by freight trains in computing freight earnings per train mile.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Car- riers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | 10 | 1,489 | 1,449 | 2.23 |
| Flour | | 272 | 272 | .42 |
| Other mill products | | 456 | 456 | .70 |
| Hay | 152 | 1,440 | 1,592 | 2.45 |
| Fruit and vegetables | 12 | 69 | 81 | .012 |
| Live stock | 356 | 229 | 585 | .090 |
| Dressed meats | 1 | 121 | 122 | .019 |
| Other packing-house products | | 60 | 60 | .009 |
| Anthracite coal | | 109 | 109 | .017 |
| Bituminous coal | | 10,884 | 10,884 | 1.666 |
| Ores | 366,362 | | 366,362 | 56.386 |
| Stone, sand and other like articles | 10 | | 10 | .002 |
| Lumber | 26 | 266 | 262 | .040 |
| Logs | 262,836 | | 262,836 | 40.417 |
| Petroleum and other oils | | 49 | 49 | .008 |
| Iron and steel rails | 388 | 1,478 | 1,811 | .278 |
| Other castings and machinery | 169 | 94 | 263 | .040 |
| Cement, brick and lime | | 59 | 59 | .009 |
| Wagons, carriages, tools, etc | 23 | | 23 | .004 |
| Wines, liquors and beers | | 15 | 15 | .002 |
| Merchandise | 465 | 1,301 | 1,766 | .272 |
| Miscellaneous—other commodities not men- tioned above | 696 | 599 | 1,295 | .199 |
| Total tonnage—Minnesota | 681,456 | 18,855 | 650,311 | 100.00 |
| Total tonnage—entire line | 681,456 | 18,855 | 650,311 | 100.00 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

(Page 64.)

EXPLANATORY REMARKS.

All equipment sold May 1st, 1899. See page 53.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 31.80 | 4.70 | ..... | ..... | ..... | ..... | 36.50 | 13 | ..... | 49.50 |
| Miles of yard track and sidings..... | 3.96 | 1.58 | ..... | ..... | ..... | ..... | 5.57 | ..... | ..... | 5.57 |
| Total mileage operated (all tracks) .. | 35.79 | 6.28 | ..... | ..... | ..... | ..... | 42.07 | 13 | ..... | 55.07 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---------------------------------------|----------------|-------|-------------------------|-----------------------------------|--------|--------|
| | Minnesota..... | ..... |  |  | Iron. | Steel. |
| Total mileage operated (single track) | 31.80 | 4.70 | 36.50 | 13 | ..... | 49.50 |
| | 31.80 | 4.70 | 36.50 | 13 | ..... | 49.50 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|-----------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota..... | 31.80 | 17.70 | 49.50 | 13 | ..... | 49.50 |
| Total mileage owned (single track)..... | 31.80 | 17.70 | 49.50 | 13 | ..... | 49.50 |

(Page 68.)

EXPLANATORY REMARKS.

This statement is as of May 1st, 1899. On date of report there was none, same having been sold May 1st. See p. 53.

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 31.80 | 4.70 | | | | | 36.50 | 13 | | 49.50 |
| Miles of yard track and sidings..... | 3.99 | 1.58 | | | | | 5.57 | | | 5.57 |
| Total mileage operated (all tracks)..... | 35.79 | 6.28 | | | | | 42.07 | 13 | | 55.07 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|-------|------|--|--|--|--|-------|----|--|-------|
| STATE OF MINNESOTA— | | | | | | | | | | |
| Minnesota..... | 31.80 | 4.70 | | | | | 36.50 | 13 | | 49.50 |
| Total mileage operated (single track)..... | 31.80 | 4.70 | | | | | 36.50 | 13 | | 49.50 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|--|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | | Branches and Spurs. | | | Iron. | Steel. |
| | | | | | | | |
| Minnesota..... | 31.80 | | 17.70 | 49.50 | | | 49.50 |
| Total mileage owned (single track)..... | 31.80 | | 17.70 | 49.50 | | | 49.50 |

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID DURING YEAR—KIND. | Number. | Average Price at Distribut- ing Point. |
|---------------------------------|---------|--|
| Tamarack..... | 12,330 | .25 |
| Total..... | 12,330 | .25 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, tons, Bitumi- nous. | Wood, Cords, Hard. | Total Fuel Consum- ed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|---------------------------------|--------------------------|------------------------------------|---------------|--|
| Mixed..... | 450 | 12 | 458 | 11,929 | 76.79 |
| Freight..... | 1,140 | 43 | 1,169 | 30,235 | 77.33 |
| Switching..... | 1,126 | 21 | 1,140 | 29,843 | 76.40 |
| Construction..... | 1,166 | 24 | 1,182 | 30,922 | 76.45 |
| Total..... | 3,882 | 100 | 3,549 | 102,929 | 68.96 |
| Average cost at distributing point.. | 2.70 | .75 | ..... | ..... | ..... |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------------|------------|---------|--|---------|---------------------|---------|--------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd |
| Coupling and uncoupling | | | | 2 | | | | 2 |
| Falling from trains and engines | | | | | | 1 | | 1 |
| Other causes | | | 1 | | | | 1 | |
| Total | | | 1 | 2 | | 1 | 1 | 8 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|--------------------|-------------|---------|--------------|---------|---------------------|---------|--------|---------|
| | PASSENGERS. | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd |
| Other Causes | | | 1 | 2 | | | 1 | 2 |
| Total | | | 1 | 2 | | | 1 | 2 |

(Page 70.)

EXPLANATORY REMARKS.

Frank Chester "killed." Train backing in on siding struck a tree which had fallen across track, derailing car on which he was standing.

D. R. Murphy "other employee" sustained spinal injuries by jumping from caboose in order to prevent anticipated accident from displacement of logs on forward car.

A. W. Boecher "switchman" finger pinched while coupling cars.

Aug. Fitzpatrick "trespasser" killed. Was intoxicated and asleep on the track.

John Panyan, "trespasser," both legs cut off while stealing a ride.

Frank Floodwood "trespasser" one leg cut off, intoxicated, lying beside track with one leg across rail.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|-------------------|--------|---------------------------|---|---|--|-------------------|-----------------------------|--|--------------------|------------------------------|---|
| From | To | Miles. | Num- ber of Curves. | Aggreg't Length of Curved Line. Miles. | Length of Straight Line. Miles. | Length of Level Line. Miles. | Ascending Grades. | | | Descending Grades. | | |
| | | | | | | | No. | Sum of Ascents. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descents. Feet. | Aggregate Length of Descending Grades. Miles. |
| Mississippi..... | Kelley Lake | 31.80 | 21 | 4.28 | 27.52 | 5.92 | 18 | 469.0 | 17.54 | 14 | 203.0 | 8.34 |
| Kelley Lake | Hobson Lake | 16.76 | 18 | 3.32 | 13.44 | 3.77 | 14 | 102.4 | 5.36 | 12 | 173.9 | 7.63 |
| Agnew Junction..... | Mahoning..... | .94 | 2 | .47 | .47 | .82 | 1 | 17.0 | .44 | 1 | 1.0 | .18 |
| Total..... | ..... | 49.50 | 41 | 8.07 | 41.43 | 10.01 | 33 | 588.4 | 23.34 | 27 | 377.9 | 16.15 |

376 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length. | Minimum Length. | Maximum Length. | ITEM. | Number. | Height of Lowest Above Surface of Rail. |
|----------------|---------|-------------------|-----------------|-----------------|-----------------------------|---------|---|
| | | Feet. | Feet. | Feet. | | | Ft. In. |
| BRIDGES— | | | | | Overhead Highway Crossings— | | |
| Iron | 1 | 60 | | | Bridges | 1 | 18 |
| Total | 1 | 60 | | | Total | 1 | |
| Trestles | 12 | 1,708.01 | 12 | 1,241.07 | Overhead Railway Crossings— | | |
| | | | | | *Trestles | 1 | 21.07 |
| | | | | | Total | 1 | |

Gauge of track, 4 feet 8½ inches. 49.50 miles.

TELEGRAPH.

Owned by Company Making this Report.

| | |
|---------------------|-------|
| Miles of line | 49.50 |
| Miles of wire | 79.00 |

(Page 74.)

EXPLANATORY REMARKS.

*The overhead railway crossing trestle is included in the total number of trestles and shown as a maximum length of 1,241.7.

Telegraph line was sold May 1, 1890, with railroad to Eastern Railway of Minnesota. See page 53.

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

| CARS USED. | | COMPENSATION. | |
|--|--------------------|----------------------|---------|
| Name of Owner. | Description. | Rate, Cts. per mile. | Amount. |
| Union Refrigerator Transportation Co. | Refrigerator | 3-4 | \$0.45 |
| Swift Refrigerator Line | Refrigerator | 3-4 | 1.17 |
| Armour Co.'s Refrigerator Line | Refrigerator | 3-4 | .21 |
| Kansas City Dressed Beef Line | Refrigerator | 3-4 | .43 |
| Street's Western Stable Car Co. | Stock | 3-4 | 1.36 |
| Canda Cattle Car Co. | Stock | 3-4 | .89 |
| Total | | | \$5.01 |

Duluth & Northern Minnesota Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth & Northern Minnesota Railway Co.
2. Date of organization? May 31, 1898.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not consolidated.
5. Date and authority for each consolidation? Not consolidated.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not reorganized.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Post-Office Address. | Date of Expiration of Term. |
|----------------------|----------------------|---|
| Martin S. Smith..... | Detroit, Mich..... | } To serve un- til successors duly elected. |
| John Millen | Duluth, Minn..... | |
| James C. McCaul..... | Detroit, Mich. | |
| Geo. H. Stalker..... | Detroit, Mich..... | |
| Ralph N. Marble..... | Duluth, Minn..... | |

Total number of stockholders at date of last election? 10.

Date of last meeting of stockholders for election of directors? June 7, 1899.

Give post-office address of general office? 206, 207 Lonsdale Bldg., Duluth, Minn.

Give post-office address of operating office? Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed. John Millen, general manager, Duluth, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|----------------------------|----------------------|---------------------|
| President | Martin S. Smith..... | Detroit, Mich. |
| First vice-president | John Millen..... | Duluth, Minn. |
| Secretary..... | James C. McCaul..... | Detroit, Mich. |
| Treasurer..... | Geo. H. Stalker..... | Detroit, Mich. |
| Auditor..... | Geo. H. Stalker..... | Detroit, Mich. |
| General manager..... | John Millen..... | Duluth, Minn. |
| Asst. general manager.... | Ralph N. Marble..... | Duluth, Minn. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|---|---|-----|------------------------------------|--|
| | From. | To. | | |
| Duluth & Northern Minnesota Railway | At Knife River, connect'g with D. & I. R. Ry. | | 7.50 | ..... |
| Total | | | 7.50 | ..... |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|-----------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common | 2,000 | \$100.00 | \$200,000 | ..... | ..... | ..... |
| Total | 2,000 | \$100.00 | \$200,000 | ..... | ..... | ..... |

(Page 24.)

EXPLANATORY REMARKS.

No stock issued as yet, and no funded debt.

(Page 23.) Current Liabilities Accrued to and Including June 30, 1899.

| | |
|-------------------------------------|-------------|
| Audited vouchers and accounts | \$84,285.56 |
| Total current liabilities | \$84,285.56 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| CONSTRUCTION. | | Charged to Construction or Equipment. |
|---|------------|---------------------------------------|
| Engineering..... | \$1,625.99 | |
| Right of way and station grounds..... | 2,419.27 | |
| Grading..... | 15,777.94 | |
| Bridges, trestles and culverts..... | 4,399.23 | |
| Ties..... | 3,765.96 | |
| Rails..... | 21,552.30 | |
| Ballast..... | 5,769.94 | |
| Track laying and surfacing..... | 5,218.57 | |
| Crossings, cattle guards and signs..... | 60.27 | |
| Telephone..... | 369.56 | |
| Shops, roundhouses and turntables..... | 2,595.80 | |
| Shop machinery and tools..... | 350.48 | |
| Fuel stations..... | 24.17 | |
| Interest and discount..... | 1,289.32 | |
| General expenses..... | 3,954.93 | |
| Total construction..... | | \$69,173.73 |

(Page 29.)

| EQUIPMENT. | | |
|--|------------|--------------|
| Locomotives..... | \$6,328.31 | |
| Freight cars..... | 900.75 | |
| Other cars of all classes..... | 26,591.04 | |
| Floating equipment..... | 315.43 | |
| Total equipment..... | | \$94,135.53 |
| Total construction—Page 27..... | | 69,173.73 |
| Total cost construction, equipment, etc.—State of Minnesota..... | | \$103,309.26 |

(Page 31.)

INCOME ACCOUNT.

(For roads making operating reports.)

| | | |
|---|-------------|------------|
| Gross earnings from operation—page 35..... | \$22,313.57 | |
| Less operating expenses—page 45..... | 13,264.95 | |
| Income from operation..... | \$9,048.62 | \$9,048.62 |
| Total income..... | | \$9,048.62 |
| DEDUCTIONS FROM INCOME— | | |
| Taxes..... | \$4.92 | |
| Total deductions from income..... | \$4.92 | \$4.92 |
| Net income..... | | \$9,043.70 |
| Surplus from operations of year ending June 30, 1899..... | | 9,043.70 |
| Surplus on June 30, 1899 (for entry on "general balance sheet," page 51)..... | | 9,043.70 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| FREIGHT. | | Actual Earnings. |
|-----------------------------|--|------------------|
| Total freight earnings..... | | \$22,301.57 |

OTHER EARNINGS FROM OPERATION.

| | |
|--|-------------|
| Hire of equipment—balance..... | 12.00 |
| Total gross earnings from operation—Minnesota..... | \$22,313.57 |
| Total gross earnings from operation—Entire line..... | 22,313.57 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|--|------------|
| Repairs of roadway | \$4,542.63 |
| Repairs and renewals of bridges and culverts | 86.90 |
| Repairs and renewals of buildings and fixtures | 105.60 |
| Stationery and printing | 18.17 |
| Total | \$4,752.70 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|------------|
| Repairs and renewals of locomotives | \$489.04 |
| Repairs and renewals of freight cars | 686.58 |
| Total | \$1,125.62 |

CONDUCTING TRANSPORTATION.

| | |
|---|------------|
| Superintendence | \$512.10 |
| Engine and roundhouse men | 786.98 |
| Fuel for locomotives | 2,007.78 |
| Oil, tallow and waste for locomotives | 262.92 |
| Other supplies for locomotives | 152.89 |
| Train service | 2,279.01 |
| Train supplies and expenses | 28.25 |
| Telegraph expenses | 28.81 |
| Hire of equipment—Balance | 67.84 |
| Stationery and printing | 96.95 |
| Other Expenses | 315.72 |
| Total | \$6,486.63 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|----------|
| Salaries of general officers | \$600.00 |
| Salaries of clerks and attendants | 800.00 |
| General office expenses and supplies* ..... | ..... |
| Insurance* ..... | ..... |
| Stationery and printing (general offices)* ..... | ..... |
| Total | \$900.00 |

*Charged in operating accounts.

RECAPITULATION OF EXPENSES.

| | |
|--|-------------|
| Maintenance of way and structures | \$4,752.70 |
| Maintenance of equipment | 1,125.62 |
| Conducting transportation | 6,486.63 |
| General expenses | 900.00 |
| Grand total | \$13,264.95 |
| Percentage of expenses to earnings—entire line | 59.448 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|-------------|
| Maintenance of way and structures | \$4,752.70 |
| Maintenance of equipment | 1,125.62 |
| Conducting transportation | 6,486.63 |
| General expenses | 900.00 |
| Total | \$13,264.95 |

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

| ASSETS. | JUNE 30, 1899. | |
|--------------------------------|----------------|--------------|
| | Item. | Total. |
| Cost of road—page 27..... | \$69,173.73 | ..... |
| Cost of equipment—page 29..... | 34,135.53 | ..... |
| Grand total..... | | \$103,309.26 |

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

| LIABILITIES. | JUNE 30, 1899. | |
|--------------------------------------|----------------|--------------|
| | Item. | Total. |
| Capital stock—page 17..... | \$60,000.00 | ..... |
| Current Liabilities—page 23..... | 34,265.56 | ..... |
| Profit and loss—page 31 (or 33)..... | 9,043.70 | ..... |
| Grand total..... | | \$103,309.26 |

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensation. |
|---|---------|---------------------------------------|------------------------------------|-----------------------------------|
| Other officers..... | | 181 | \$975.00 | \$5.38 |
| General office clerks..... | | 181 | 300.00 | 1.66 |
| Enginemen..... | | 232½ | 784.96 | 3.37½ |
| Firemen..... | | 232½ | 464.47 | 1.99 |
| Conductors..... | | 228½ | 464.55 | 2.16 |
| Other trainmen..... | | 741 | 1,365.30 | 1.70 |
| Other shopmen..... | | 150½ | 294.87 | 1.95 |
| Section foremen..... | | 208½ | 381.61 | 1.83 |
| Other trackmen..... | | 1,560½ | 2,426.62 | 1.55 |
| Switchmen, flagmen and watchmen..... | | 302 | 465.37 | 1.54 |
| All other employees and laborers..... | | 8 | 15.38 | 1.92 |
| Less general officers..... | | | \$7,868.13 | ..... |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration..... | | | | \$915.38 |
| Maintenance of way and structures..... | | | | 2,808.23 |
| Maintenance of equipment..... | | | | 147.44 |
| Conducting transportation..... | | | | 3,997.08 |
| Total (including general officers) Minn..... | | | | \$7,868.13 |
| Total (including general officers) entire line..... | | | | \$7,868.13 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|---|--|-------------------------------------|--------|--------|
| | | Dols. | Cts. | Mills. |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—Page 63 | 74,920 | | | |
| Number of tons carried one mile | 480,790 | | | |
| Number of tons carried one mile per mile of road | 57,498 | | | |
| Average distance haul of one ton | 5.75 | | | |
| Total freight revenue—page 35 | | 22,301.57 | | |
| Average amount received for each ton of freight | | | 29.767 | |
| Average receipts per ton per mile | | | 06.177 | |
| Total freight earnings—page 35 | | 22,301.57 | | |
| Freight earnings per mile of road | | 2,978.54.287 | | |
| Freight earnings per train mile | | 8.54.908 | | |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35 | | 22,301.57 | | |
| Passenger and freight revenue per mile of road | | 2,978.54.287 | | |
| Passenger and freight earnings—page 35 | | 22,301.57 | | |
| Passenger and freight earnings per mile of road | | 2,978.54.287 | | |
| Gross earnings from operation—page 35 | | 22,318.57 | | |
| Gross earnings from operation per mile of road | | 2,975.14.287 | | |
| Gross earnings from operation per train mile | | 8.54.700 | | |
| Operating expenses—page 45 | | 13,264.95 | | |
| Operating expenses per mile of road | | 1,708.68 | | |
| Operating expenses per train mile | | 5.06.177 | | |
| Income from operation—page 31 | | 9,043.70 | | |
| Income from operation per mile of road | | 1,205.82.667 | | |
| TRAIN MILEAGE— | | | | |
| Miles run by freight trains | 2,610½ | | | |
| Total mileage trains earning revenue | | | | |
| Grand total train mileage | | | | |
| Mileage of loaded freight cars—north or east | 121 | | | |
| Mileage of loaded freight cars—south or west | 30,690 | | | |
| Mileage of empty freight cars—north or east | 30,690 | | | |
| Mileage of empty freight cars—south or west | 121 | | | |
| Average number of freight cars in train | 23,467 | | | |
| Average number of loaded cars in train | 23,467 | | | |
| Average number of empty cars in train | 23,467 | | | |
| Average number of tons of freight in train | 828 | | | |
| Average number of tons of freight in each loaded car | 13.98 | | | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originating on this Road, Tons. | TOTAL FREIGHT TONNAGE. | |
|---------------------------|--|---------------------------|--------------|
| | | Whole Tons. | Per Cent. |
| Logs and Timber | 74,052 | 74,052 | 98.841 |
| Cedar | 444 | 444 | 0.592 |
| Camp Supplies | 424 | 424 | 0.567 |
| Total Tonnage—Entire Line | 74,920 | 74,920 | 100.00 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Total Number at End of Year. | Equipment Fitted with Train Brake. | |
|------------------------------------|---------------------------------------|---------------------------------------|-----------|
| | | No. | Name. |
| LOCOMOTIVES—Owned and Leased— | | | |
| Freight | 2 | 2 | New York. |
| Total locomotives in service.....* | 2 | 2 | ..... |
| CARS IN FREIGHT SERVICE— | | | |
| Flat cars | 9 | | |
| Other cars in freight service..... | 91 | 32 | New York. |
| Total..... | 100 |  | ..... |

(Page 67.)

MILEAGE.

Mileage of Road Operated (All Tracks).

| LINE IN USE. | Line Represented by Capital Stock. | |
|--|---------------------------------------|------------------------|
| | Main Line. | Branches and Spurs. |
| Miles of single track | 6.09 | ..... |
| Miles of yard track and sidings | 1.41 | ..... |
| Total mileage operated (all tracks)..... | 7.50 | ..... |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

| LINE IN USE. | Line Represented by Capital Stock. | |
|--|---------------------------------------|------------------------|
| | Main Line. | Branches and Spurs. |
| Miles of single track | 6.09 | ..... |
| Miles of yard track and sidings..... | 1.41 | ..... |
| Total mileage operated (all tracks)..... | 7.50 | ..... |

(Page 69.) CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bitumi- nous. | Wood, Cords, Soft. | Total Fuel Consum- ed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|---------------------------------|--------------------------|------------------------------------|---------------|--|
| Freight | 714.8 | ..... | ..... | ..... | ..... |
| Construction | 81.18 | ..... | ..... | ..... | ..... |
| Total | 796.100 | ..... | ..... | ..... | ..... |
| Average cost at distributing point.. | \$2.74 | ..... | ..... | ..... | ..... |

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|----------------|---------|-------------------------------|-----------------------------|-----------------------------|
| Bridges— | | | | |
| Wooden | | 136 | 66 | 70 |
| Total | | 136 | ..... | ..... |
| Trestles | | 1,295.6 | 500 | 128 |

Gauge of track, 4 feet 8½ inches. 7.50 miles.

Duluth, Red Wing & Southern Railroad Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Duluth, Red Wing & Southern Railroad Company.
2. Date of organization? Incorporated October 26, 1886.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota and Wisconsin General Statutes.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|---------------------|-----------------------|-----------------------------|
| T. B. Sheldon..... | Red Wing, Minn..... | Nov. 8, 1899 |
| L. F. Hubbard..... | Red Wing, Minn..... | Nov. 8, 1899 |
| S. B. Foot..... | Red Wing, Minn..... | Nov. 8, 1899 |
| G. H. Crary..... | Red Wing, Minn..... | Nov. 8, 1899 |
| W. C. Rice..... | Lake City, Minn..... | Nov. 8, 1899 |
| M. J. Toher..... | Owatonna, Minn..... | Nov. 8, 1899 |
| W. H. Twiford..... | Owatonna, Minn..... | Nov. 8, 1899 |
| A. T. Stebbins..... | Rochester, Minn..... | Nov. 8, 1899 |
| W. A. Morin..... | Albert Lea, Minn..... | Nov. 8, 1899 |
| N. P. Haugen..... | River Falls, Wis..... | Nov. 8, 1899 |
| A. J. Meacham..... | St. Paul, Minn..... | Nov. 8, 1899 |

Total number of stockholders at date of last election? 23.

Date of last meeting of stockholders for election of directors? Nov. 9, 1898.

Give postoffice address of general office? Red Wing, Minn.

Give postoffice address of operating office? Red Wing, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? L. F. Hubbard, Red Wing, Minn.

OFFICERS.

(Page 7.)

| Title. | Name. | Location of Office. |
|-----------------------------------|--------------------|---------------------|
| President..... | T. B. Sheldon..... | Red Wing, Minn. |
| Vice president..... | S. B. Foot..... | Red Wing, Minn. |
| Secretary..... | G. H. Crary..... | Red Wing, Minn. |
| Treasurer..... | G. H. Crary..... | Red Wing, Minn. |
| Attorney, or general counsel..... | F. M. Wilson..... | Red Wing, Minn. |
| Auditor..... | G. C. Davis..... | Red Wing, Minn. |
| General manager..... | L. F. Hubbard..... | Red Wing, Minn. |
| Chief engineer..... | Wm. Danforth..... | Red Wing, Minn. |
| General superintendent..... | L. H. Stiles..... | Red Wing, Minn. |
| Asst. general supt..... | L. H. Stiles..... | Red Wing, Minn. |
| Division superintendent..... | L. H. Stiles..... | Red Wing, Minn. |
| Supt. of telegraph..... | L. H. Stiles..... | Red Wing, Minn. |
| Traffic manager..... | L. H. Stiles..... | Red Wing, Minn. |

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named | Miles of Line for Each Class of R.R.s Named. |
|---------------------------------|----------------------|------------------------|---|---|
| | From | To | | |
| Duluth, Red Wing & South'n R.R. | Red Wing, Minn. | Zumbrota, Minn. | 35 | ..... |
| | Claybank, Minn. | Claybeds, Minn. | 2 | ..... |
| | Red Wing, Minn. | Sewer Pipe Works... .. | 1 | ..... |
| Total | | | 28 | ..... |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Author- ized. | Par Value of Shares. | Total Par Value Author- ized. | Total Amount Issued and Out- standing. | Dividends Declared During Year. | |
|--------------------------------|---|-------------------------------|--|--|------------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common | 100,000 | \$100 | \$10,000,000 | \$250,000 | ..... | ..... |
| Capital stock, preferred | 50,000 | 100 | 5,000,000 | 125,000 | ..... | ..... |
| Total | 150,000 | \$100 | \$15,000,000 | \$375,000 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued Dur- ing Year. | Cash Realized on Amount Issued Dur- ing Year. | Total Num- ber Shares Issued and Outstand- ing. | Total Cash Realized. |
|---|---|---|---|-------------------------|
| Issued for construction, { common | | | 2,375 | { See page 16 |
| / preferred | | | 1,187 | |
| Issued for, Retained in Treasury— | | | | |
| Common | | | 125 | ..... |
| Preferred | | | 63 | ..... |
| Total | | | 3,750 | ..... |

(Page 16.)

EXPLANATORY REMARKS.

The Red Wing, Duluth & Sioux City Construction Co. acquired the "stock issued for construction" by virtue of a contract under which the construction company receives \$20,000 first mortgage bonds per mile and 95 per cent of the stock authorized and issued upon completed road.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | Rate Per Cent. | INTEREST. | | |
|------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|----------------|--------------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First mortgage bond..... | Jan. 1, 1888 | July 1, 1928 | \$20,000.00 | \$500,000.00 | \$500,000.00 | ..... | 5 } | Jan. and } July.... } | \$19,950.83 | \$19,950.83 |
| Grand total..... | ..... | ..... | \$20,000.00 | \$500,000.00 | \$500,000.00 | ..... | ..... | ..... | \$19,950.83 | \$19,950.83 |

*Per mile of completed road.

(Page 18.)

EXPLANATORY REMARKS.

The Red Wing, Duluth & Sioux City Construction Co. acquired the entire issue of bonds noted on page 19, by virtue of a contract, under which the Construction Co. receives \$20,000 first mortgage bonds per mile and ninety-five per cent of the stock authorized and issued upon completed road. Interest "accrued" and "paid" is not strictly interest on the bonds of the railroad company but interest paid by the railroad company for account of the Construction Co., during the year, the maturing coupons of all the bonds issued being surrendered to the railroad company.

(Page 21.)

FUNDED DEBT—Continued.

EQUIPMENT TRUST OBLIGATIONS.—A. General Statement.

| SERIES OR OTHER DESIGNATION. | Date of Issue. | Term. | Number of Payments. | Equipment Covered. |
|------------------------------|--------------------|----------------|---------------------|--|
| Car Trust Notes..... | Apr. 15, 1890..... | 5 years..... | 60..... | 1 passenger coach, 1 combination coach, 2 flat cars. 1 locomotive. 10 box cars. 6 flat cars. 12 flat cars. 1 locomotive. 1 locomotive. |
| Car Trust Notes..... | Nov. 7, 1890..... | 20 months..... | 20..... | |
| Car Trust Notes..... | Jan. 1, 1892..... | 5 years..... | 60..... | |
| Car Trust Notes..... | Aug. 20, 1892..... | 5 years..... | 60..... | |
| Car Trust Notes..... | Jan. 1, 1893..... | 20 months..... | 12..... | |
| Car Trust Notes..... | Aug. 5, 1893..... | 20 months..... | 12..... | |
| Car Trust Notes..... | Jan. 1, 1897..... | 1 year..... | 12..... | |
| Car Trust Notes..... | Jan. 20, 1897..... | 1 year..... | 12..... | All paid. |

(Page 20.)

EXPLANATORY REMARKS.

Interest included in car trust notes when given.

B. Statement of Amount.

| SERIES OR OTHER DESIGNATION. | Cash Paid on Delivery of Equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | |
|------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|---------------------------------|-----------------------------|--------------------------------|
| | | Original Amount. | Amount Outstanding. | Original Amount. | Amount Outstanding During Year. | Amount Accrued During Year. | Amount Paid During Year. Rate. |
| | \$5,069.50 | \$28,117.53 | | | | | |
| Total..... | \$5,069.50 | \$28,117.53 | \$2,600.00 | | | | |

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | \$500,000.00 | \$500,000.00 | \$19,950.83 | \$19,950.83 |
| Miscellaneous obligations—page 19..... | ..... | ..... | ..... | ..... |
| Income bonds—page 19..... | ..... | ..... | ..... | ..... |
| Equipment trust obligations—page 21..... | 28,117.53 | 2,000.00 | ..... | ..... |
| Total..... | \$528,117.53 | \$502,000.00 | \$19,950.83 | \$19,950.83 |

(Page 22.)

EXPLANATORY REMARKS.

The accounts between the Construction Co. and the Railroad Co. are not yet adjusted so that they can be closed, hence it is not practicable to give a statement of "current assets and liabilities" of the Railroad Company.

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|-------------------------|-----------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$375,000.00 | \$375,000.00 | ..... | 28 | \$13,392.85 |
| Bonds—page 19 (grand total)..... | 500,000.00 | 500,000.00 | ..... | 28 | 17,587.14 |
| Equipment trust obligations—page 21..... | 2,600.00 | 2,600.00 | ..... | 28 | 92.85 |
| Total..... | \$877,600.00 | \$877,600.00 | ..... | 28 | \$31,342.84 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|----------------------------------|----------------|--------------|--------------|-----------------------------|-------------|
| | | | | Miles. | Amount. |
| Duluth, Red Wing & Southern..... | \$375,000.00 | \$602,600.00 | \$977,600.00 | 28 | \$31,342.84 |
| Grand total..... | \$375,000.00 | \$602,600.00 | \$977,600.00 | 28 | \$31,342.84 |

(Page 27.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

(Page 26.)

EXPLANATORY REMARKS.

The issue of stock and bonds to the Construction Co. will cover cost of construction and equipment when the accounts are finally adjusted. Pending a closing of these accounts it is impracticable to give in detail the statement called for on page 27.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|-------------|-------------|
| Gross earnings from operation—page 35..... | \$75,445.67 | |
| Less operating expenses—page 45..... | 51,753.13 | |
| Income from operation | | \$23,692.54 |
| Total income | | \$23,692.54 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | \$19,950.83 | |
| Taxes | 1,470.65 | |
| Total deductions from income..... | | \$21,421.48 |
| Net income..... | | \$2,271.06 |
| Surplus from operations of year ending June 30, 1899 | | \$2,271.06 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report) | | 42,289.92 |
| | | \$44,560.98 |
| Additions for year, credit in settlement of stock acct., J. Lawther | | 500.00 |
| Surplus on June 30, 1899 (for entry on "general balance sheet," page 51)..... | | \$45,060.98 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue | \$19,898.98 | | |
| Total passenger revenue | | | \$19,898.38 |
| Mail | \$1,792.33 | | |
| Express | 665.01 | | |
| | | | \$2,457.34 |
| Total passenger earnings | | | \$22,355.72 |
| FREIGHT— | | | |
| Freight revenue | \$53,089.95 | | |
| Total freight revenue | | | \$53,089.95 |
| Total freight earnings | | | \$53,089.95 |
| Total passenger and freight earnings | | | \$75,445.67 |

(Page 37.)

STOCKS OWNED.

Railway Stocks.

| NAME. | Total Par Value. | Rate, Per Cent. | Income or Dividend Received. | Valuation. |
|---|------------------|-----------------|------------------------------|-------------|
| Duluth, Red Wing & Southern Railroad Co.— | | | | |
| Common, 125 shares | \$12,500.00 | | | \$12,500.00 |
| Preferred, 63 shares | 6,300.00 | | | 6,300.00 |
| Total | \$18,800.00 | | | \$18,800.00 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|--|--------------------|
| Repairs of roadway | \$8,005.58 |
| Renewals of ties | 1,349.69 |
| Repairs and renewals of bridges and culverts | 4,238.20 |
| Repairs and renewals of buildings and fixtures | 65.19 |
| Total | \$18,658.66 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-------------------|
| Repairs and renewals of locomotives | \$3,504.35 |
| Repairs and renewals of passenger cars | 1,168.64 |
| Repairs and renewals of freight cars | 970.98 |
| Total | \$5,643.97 |

CONDUCTING TRANSPORTATION.

| | |
|--|--------------------|
| Engine and round house men | \$5,208.46 |
| Fuel for locomotives | 6,997.35 |
| Oil, tallow and waste for locomotives | 233.37 |
| Other supplies for locomotives | 63.01 |
| Train service | 4,624.56 |
| Train supplies and expenses | 457.30 |
| Station service | 1,980.00 |
| Station supplies | 19.30 |
| Car mileage—balance | 79.21 |
| Loss and damage | 45.91 |
| Rents for tracks, yards and terminals—page 47, B | 4,860.33 |
| Rents of buildings and other property | 60.00 |
| Stationery and printing | 225.00 |
| Other expenses | 238.32 |
| Total | \$25,172.62 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|---|-------------------|
| Salaries of general officers | \$4,906.64 |
| Salaries of clerks and attendants | 1,168.60 |
| Insurance | 447.00 |
| Stationery and printing (general offices) | 128.84 |
| Other expenses | 571.80 |
| Total | \$7,222.88 |

RECAPITULATION OF EXPENSES.

| | |
|--|--------------------|
| Maintenance of way and structures | \$18,658.66 |
| Maintenance of equipment | 5,643.97 |
| Conducting transportation | 25,172.62 |
| General expenses | 7,222.88 |
| Grand total | \$51,758.13 |
| Percentage of expenses to earnings—entire line | 68.50% |

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|--|-------------------------------|---|------------|------------|
| Yards—Proport'n of cost of main- taining and op- erating terminals, tracks, build'gs, etc., etc..... | Red Wing..... | M. & St. L. R. R..... | \$980.06 | ..... |
| | | Sundries..... | 41.90 | ..... |
| | Zumbrota..... | C. & N-W. Ry..... | 348.23 | ..... |
| | | | | \$1,370.19 |
| Total..... | | | | |
| Terminals..... | Red Wing..... | M. & St. L. R. R..... | \$2,528.96 | ..... |
| | | C. M. & St. P. Ry..... | 200.00 | ..... |
| Terminals..... | Zumbrota..... | C. & N-W. Ry..... | 798.18 | ..... |
| Total..... | | | | \$3,520.14 |
| Grand total... | | | | \$4,890.83 |

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

| | |
|--|-------------|
| Cost of Road—page 27. See page 26. | |
| Cost of equipment—page 29. See page 26. | |
| Stocks owned—page 37..... | \$18,800.00 |
| Lands owned. None except right of way and terminals. | |
| Cash and current assets—page 23. See page 22. | |
| Grand total..... | \$18,800.00 |

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

| |
|---|
| Capital stock—page 17. See page 17. |
| Funded debt—page 23. See page 23. |
| Current liabilities—page 23. See page 22. |

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. American Express Company. Contract for five years from August 1, 1897. One and one-half first-class rate on merchandise and one and one-fourth first-class rate on produce.

2. United States mail route No. 141,064, between Red Wing and Zumbrota, Minn.

5. Joint tariffs with Chicago & North-Western Railway Co., Minneapolis & St. Louis Railroad and Chicago, Milwaukee & St. Paul Railway Co. and their connections.

7. Western Union Telegraph Co.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment Mortgaged. |
|--|----------------------|-----------------------|--------|--------------------------------------|---------------------------|
| | From | To | Miles. | | |
| Gold bonds, 5 per cent, forty years..... | Duluth, Minn..... | Sioux City, Iowa..... | 423 | \$20,000 | All. |
| Total..... | ..... | ..... | ..... | \$20,000 | |

(Page 50.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensa- tion. |
|---|---------|---------------------------------------|------------------------------------|--|
| General officers | 3 | 813 | \$4,966.64 | \$6.11 |
| General office clerks | 2 | 626 | 1,168.60 | 1.89 |
| Station agents | 3 | 989 | 1,980.00 | 2.11 |
| Enginemen | 2 | 740 | 2,736.86 | 8.70 |
| Firemen | 2 | 788 | 1,624.96 | 2.20 |
| Conductors | 2 | 688 | 1,897.62 | 3.00 |
| Other trainmen | 4 | 1,267 | 2,584.94 | 2.00 |
| Machinists | 1 | 813 | 900.00 | 2.87 |
| Carpenters | 7 | 727 | 1,454.80 | 2.00 |
| Section foremen | 4 | 1,252 | 2,280.00 | 1.75 |
| Other trackmen | 20 | 4,012 | 5,015.27 | 1.25 |
| Employee—account floating equipment | 3 | 960 | 1,446.65 | 1.56 |
| All other employes and laborers | 2 | 820 | 257.00 | .80 |
| Total (including gen. officers)—Minn.... | 55 | 13,310 | \$28,263.88 | \$2.12 |
| Less general officers | 3 | 813 | 4,966.64 | 6.11 |
| Total (excluding gen. officers)—Minn.... | 52 | 12,497 | \$23,296.69 | \$1.86 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration | 5 | 1,439 | \$6,136.24 | \$4.26 |
| Maintenance of way and structures | 31 | 5,991 | 8,750.07 | 1.46 |
| Maintenance of equipment | 4 | 1,243 | 2,346.65 | 1.88 |
| Conducting transportation | 15 | 4,687 | 11,061.87 | 2.88 |
| Total (including gen. officers)—Minn.... | 55 | 13,310 | \$28,263.88 | \$2.12 |
| Less general officers | 3 | 813 | 4,966.64 | 6.11 |
| Total (excluding gen. officers)—Minn.... | 52 | 12,497 | \$23,296.69 | \$1.86 |

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|---|--|-------------------------------------|------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 88,912 | | | |
| Number of passengers carried one mile..... | 712,152 | | | |
| Number of passengers carried one mile per mile of road..... | 25,434 | | | |
| Average distance carried..... | 21 | | | |
| Total passenger revenue—page 35..... | | \$19,896.98 | | |
| Average amount received from each passenger..... | | | .58 | .976 |
| Average receipts per passenger per mile..... | | | .02 | .794 |
| Total passenger earnings—page 35..... | | 22,855.72 | | |
| Passenger earnings per mile of road..... | | 798.42 | | |
| Passenger earnings per train mile..... | | | 1.24 | .758 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 36 | 84,064 | | | |
| Number of tons carried one mile..... | 1,618,616 | | | |
| Number of tons carried one mile per mile of road..... | 57,808 | | | |
| Average distance haul of one ton..... | 19 | | | |
| Total freight revenue—page 35..... | | 58,069.95 | | |
| Average amount received for each ton of freight..... | | | .62 | .71 |
| Average receipts per ton per mile..... | | | .06 | .28 |
| Total freight earnings—page 35..... | | 58,069.95 | | |
| Freight earnings per mile of road..... | | 1,896.07 | | |
| Freight earnings per train mile..... | | | 1.61 | .618 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 72,968.98 | | |
| Passenger and freight revenue per mile of road..... | | 2,606.72 | | |
| Passenger and freight earnings—page 35..... | | 75,445.67 | | |
| Passenger and freight earnings per mile of road..... | | 2,604.49 | | |
| Gross earnings from operation—page 35..... | | 75,445.67 | | |
| Gross earnings from operation per mile of road..... | | 2,604.49 | | |
| Gross earnings from operation per train mile..... | | | 1.48 | .605 |
| Operating expenses—page 45..... | | 51,758.13 | | |
| Operating expenses per mile of road..... | | 1,848.33 | | |
| Operating expenses per train mile..... | | | 1.01 | .966 |
| Income from operation—page 31..... | | 23,692.54 | | |
| Income from operation per mile of road..... | | 846.16 | | |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 17,920 | | | |
| Miles run by freight trains..... | 32,850 | | | |
| Miles run by mixed trains..... | | | | |
| Total mileage trains earning revenue..... | 50,770 | | | |
| Miles run by switching trains*..... | | | | |
| Miles run by construction and other trains*..... | | | | |
| Grand total train mileage..... | | | | |
| Mileage of loaded freight cars—north or east†..... | | | | |
| Mileage of loaded freight cars—south or west†..... | | | | |
| Mileage of empty freight cars—north or east†..... | | | | |
| Mileage of empty freight cars—south or west†..... | | | | |
| Average number of freight cars in train..... | | | | |
| Average number of loaded cars in train..... | | | | |
| Average number of empty cars in train..... | | | | |
| Average number of tons of freight in train..... | | | | |
| Average number of tons of freight in each loaded car†..... | | | | |

* This service done by regular trains.

† No account kept.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Carriers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|---|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain..... | 19,689 | | 19,689 | 23.25 |
| Flour..... | 64 | | 64 | .07 |
| Live stock..... | 1,008 | 21 | 1,029 | 1.21 |
| Dressed meats..... | 170 | 5 | 175 | .20 |
| Hides and leather..... | 3 | 57 | 60 | .07 |
| Sewer pipe..... | 5,301 | | 5,301 | 6.26 |
| Anthracite coal..... | | 1,471 | 1,471 | 1.73 |
| Bituminous coal..... | 76 | 4,042 | 4,118 | 4.86 |
| Coke..... | | 21 | 21 | .02 |
| Stone, sand and other like articles..... | 7,063 | 63 | 856 | 1.01 |
| Clay..... | 40,681 | | 40,681 | 48.05 |
| Lumber..... | 1,224 | 472 | 1,696 | 2.00 |
| Other forest products..... | 557 | 12 | 569 | .67 |
| Petroleum and other oils..... | | 322 | 322 | .38 |
| Sugar..... | | 561 | 561 | .66 |
| Iron, pig and bloom..... | | 12 | 12 | .01 |
| Iron and steel rails..... | | 39 | 39 | .04 |
| Other castings and machinery..... | | 111 | 111 | .13 |
| Cement, brick and lime..... | 84 | 201 | 285 | .33 |
| Agricultural implements..... | 112 | 174 | 286 | .33 |
| Wines, liquors and beers..... | 192 | | 192 | .22 |
| Household goods and furniture..... | 241 | 29 | 270 | .31 |
| Stoneware..... | 3,324 | | 3,324 | 3.92 |
| Merchandise..... | 1,144 | 1,275 | 2,419 | 2.85 |
| Miscellaneous, other commodities not men- tioned above..... | 601 | 512 | 1,113 | 1.42 |
| Total tonnage—Entire line..... | 75,264 | 9,400 | 84,664 | 100.00 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|--|------------------------------|---------------------------------|---------------------------------------|-------------------------------|--|------------|
| | | | No. | Name. | No. | Name. |
| Locomotives Owned and Leased— | | | | | | |
| Freight..... | 3 | 3 | 2 | Westinghouse Hand brake | 1 | Janney |
| Total locomotives in service..... | 3 | 3 | | | 3 | |
| Cars, Owned and Leased, in Passen- ger Service— | | | | | | |
| First-class cars..... | 1 | 1 | | Westinghouse | 1 | Miller |
| Combination cars..... | 1 | 1 | | Westinghouse | 1 | Miller |
| Total..... | 2 | 2 | | | 2 | |
| In Freight Service— | | | | | | |
| Box cars..... | 10 | 23 | | Hand brake | 1 | Hein Auto. |
| Flat cars..... | 33 | 10 | | Hand brake Air West'ghouse | 17 | Hein Auto. |
| Total..... | 43 | | | | | |
| Total cars in service..... | 45 | | | | | |
| Total cars owned..... | 45 | | | | | |

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 25 | 3 | | | | | 28 | | | 28 |
| Miles of yard track and sidings | 4 | | | | | | 4 | | | 4 |
| Total mileage operated (all tracks) .. | 29 | 3 | | | | | 32 | | | 32 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|----|---|--|--|--|--|----|--|--|----|
| STATE OR TERRITORY— | | | | | | | | | | |
| State of Minnesota | 25 | 3 | | | | | 28 | | | 28 |
| Total mileage operated (single track) .. | 25 | 3 | | | | | 28 | | | 28 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|--|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | Iron. | Steel. |
| Minnesota | 25 | 3 | | 28 | | | 28 |
| Total mileage owned (single track) | 25 | 3 | | 28 | | | 28 |

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID DURING YEAR—KIND. | Number. | Avg'e Price at Distribut- ing Point. |
|---------------------------------|---------|--|
| Mixed oak and soft wood | 5,152 | \$0.27 |
| Total..... | 5,152 | \$0.27 |

New Rails Laid during the Year—None except in side tracks.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bitumi- nous. | Wood, Cords, Hard and Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|---------------------------------|--------------------------------------|----------------------------------|------------|--|
| Passenger..... | 610 | ..... | ..... | 17,920 | 68.07 |
| Freight..... | 1,880 | ..... | ..... | 32,850 | 84.02 |
| Total..... | 1,990 | ..... | ..... | 50,770 | 78.39 |
| Average cost at distributing point.. | \$3.50 | ..... | ..... | ..... | ..... |

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length. | Minimum Length. | Maximum Length. | ITEM. | Number. | Height of Lowest Above Surface of Rail. |
|---------------|---------|-------------------|-----------------|-----------------|-----------------------------|---------|---|
| | | Feet. | Feet. | Feet. | | | Feet. In. |
| BRIDGES— | | | | | | | |
| Wooden..... | 1 | 184 | ..... | ..... | Overhead Highway Crossings— | 1 | 21.6 |
| Total..... | 1 | 184 | ..... | ..... | Bridges..... | 1 | 21.6 |
| Trestles..... | 47 | 8,486 | ..... | ..... | Total..... | 1 | 21.6 |

Gauge of track, 4 feet, 8½ inches. 28 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making This Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|-----------------------------|----------------------------|
| 26 | 26 | Western Union Telegraph Co. | D. R. W. & So. R. R. Co. |

Duluth Terminal Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth Terminal Railway Company.
2. Date of organization? Aug. 11, 1887.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of the State of Minnesota. Chapter 34, General Statutes 1887.

(Page 5.)

ORGANIZATION.

| Name of Director. | Postoffice Address. | Date of Expiration of Term. |
|--------------------|-----------------------|------------------------------|
| Samuel Hill..... | Minneapolis, Minn.... | } When Successor is Elected. |
| M. D. Grover..... | St. Paul, Minn..... | |
| Edward Sawyer..... | St. Paul, Minn..... | |
| W. P. Clough..... | St. Paul, Minn..... | |
| James N. Hill..... | St. Paul, Minn..... | |
| Louis W. Hill..... | St. Paul, Minn..... | |
| G. G. Barnum..... | Duluth, Minn..... | |
| G. G. Hartley..... | Duluth, Minn..... | |
| F. A. Patrick..... | Duluth, Minn..... | |

Total number of stockholders at date of last election? 10.

Date of last meeting of stockholders for election of directors? Nov. 23, 1898.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? West Superior, Wis.

Give name and address of officer to whom correspondence regarding this report should be addressed? R. I. Farrington, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|------------------------|-----------------------|---------------------|
| President..... | Samuel Hill..... | Minneapolis, Minn. |
| Treasurer..... | E. Sawyer..... | St. Paul, Minn. |
| General solicitor..... | M. D. Grover..... | St. Paul, Minn. |
| Comptroller..... | R. I. Farrington..... | St. Paul, Minn. |
| Superintendent..... | G. T. Slade..... | West Superior, Wis. |

404 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|-----------------------------|----------------|-------|------------------------------------|--|
| | From. | To. | | |
| 1a. Duluth Terminal Ry..... | In Duluth..... | ..... | 1.78 | 1.78 |
| Total..... | ..... | ..... | ..... | 1.78 |

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

For Subsidiary Roads Making Either Operating Reports or Financial Reports.

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

The entire capital stock and bonds of this company are owned by the Eastern Railway Co. of Minnesota.

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|---------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|------------|
| | | | | | Rate. | Amount. |
| Capital stock | 500 | \$100 | \$50,000.00 | \$50,000.00 | 6% | \$3,000.00 |
| Total..... | 500 | ..... | \$50,000.00 | \$50,000.00 | ..... | \$3,000.00 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding | Total Cash Realized. |
|-------------------------------|--------------------------------------|---|--|----------------------|
| Issued for construction | | | 500 | \$50,000.00 |
| Total..... | | | 500 | \$50,000.00 |

(Page 16.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|---------------|-------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate, Per Ct. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First div. first mortgage bonds... | Ap'1 1, 1888 | Ap'1 1, 1908 | \$5,000,000 | \$4,700,000 | \$4,700,000 | \$4,456,412.50 | 5 | April 1 Oct. 1 | \$235,000.00 | \$236,100.00 |
| North'n div. 1st mortgage bonds | Ap'1 1, 1898 | Ap'1 1, 1948 | 15,000,000 | 5,000,000 | 5,000,000 | 4,950,000.00 | 4 | April 1 Oct. 1 | 200,000.00 | 199,960.00 |
| Grand total..... | ..... | ..... | \$20,000,000 | \$9,700,000 | \$9,700,000 | \$9,406,412.50 | ..... | ..... | \$435,000.00 | \$436,060.00 |

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|------------------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19 | \$175,000.00 | \$175,000.00 | \$10,500.00 | \$10,500.00 |
| Total | \$175,000.00 | \$175,000.00 | \$10,500.00 | \$10,500.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|-------------|---|-------------|
| Due from solvent companies and individuals | \$21,442.77 | Balance cash assets | \$21,442.77 |
| Total cash and current assets | \$21,442.77 | | \$21,442.77 |
| Total | \$21,442.77 | | \$21,442.77 |

*Materials and supplies on hand, none. (See general balance sheet—page 49.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|---------------------------------------|--------------------------|--------------|
| | | To Railroads. | To Other Properties. (Page 11.) | Miles. | Amount. |
| Capital stock—page 17..... | \$50,000.00 | \$50,000.00 | ..... | 1.78 | \$28,090.00 |
| Bonds—page 19 (grand total)..... | 175,000.00 | 175,000.00 | ..... | 1.78 | 98,315.00 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | \$225,000.00 | \$225,000.00 | ..... | 1.78 | \$126,405.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|-------------------------------|----------------|--------------|--------------|--------------------------|--------------|
| | | | | Miles. | Amount. |
| Duluth Terminal Railway | \$50,000.00 | \$175,000.00 | \$225,000.00 | 1.78 | \$126,405.00 |
| Grand total..... | \$50,000.00 | \$175,000.00 | \$225,000.00 | 1.78 | \$126,405.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898.* | Total Cost to June 30, 1899. | Cost Per Mile. |
|---|---|-------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION— | | | | |
| Masonry | \$15,807.44 | | | |
| Bridges, trestles and culverts..... | 39,488.78 | | | |
| New side tracks | 19.59 | | | |
| Total construction—page 27..... | \$55,310.81 | \$334,048.12 | \$399,353.96 | \$218,738.16 |
| Grand total cost construction, etc..... | \$55,310.81 | \$334,048.12 | \$399,353.96 | \$218,738.16 |
| Total cost construction, etc.— Minnesota | \$55,310.81 | \$334,048.12 | \$399,353.96 | \$218,738.16 |

*Cannot give this.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|-------------|-------------|
| Gross earnings from operation—page 35..... | \$33,704.67 | |
| Less operating expenses—page 45..... | 14,819.64 | |
| Income from operation..... | | \$18,885.03 |
| Total income..... | | \$18,885.03 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$10,500.00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for..... | 5,885.08 | |
| Total deductions from income..... | | 15,885.08 |
| Net income..... | | \$3,000.00 |
| Dividends, 6 per cent. stock—page 17..... | \$3,000.00 | |
| Total..... | | \$3,000.00 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.**OTHER EARNINGS FROM OPERATION.**

| | |
|--|-------------|
| Rents from tracks, yards and terminals—page 41..... | \$33,704.67 |
| Total other earnings..... | \$33,704.67 |
| Total gross earnings from operation—Minnesota..... | \$33,704.67 |
| Total gross earnings from operation—entire line..... | \$33,704.67 |

(Page 41.)

RENTALS RECEIVED.**Rents Received from Lease of Tracks, Yards and Terminals.**

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|----------------------------------|-------------------------------|--|-------------|-------------|
| Tracks, yards and terminals..... | In Duluth..... | Eastern Ry. of Minn.... | \$33,704.67 | |
| Total..... | | | | \$33,704.67 |

(Page 43.)

OPERATING EXPENSES.**MAINTENANCE OF WAY AND STRUCTURES.**

| | Amount. |
|--|-------------|
| Repairs of roadway..... | \$1,525.55 |
| Renewals of rails..... | 5.04 |
| Renewals of ties..... | 32.04 |
| Repairs and renewals of bridges and culverts..... | 11,991.86 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 1.14 |
| Total..... | \$13,555.63 |

(Page 45.)

OPERATING EXPENSES—Continued.**GENERAL EXPENSES.**

| | |
|--|------------|
| Salaries of general officers..... | \$600.00 |
| Salaries of clerks and attendants..... | 627.72 |
| Insurance..... | 36.29 |
| Total..... | \$1,264.01 |

RECAPITULATION OF EXPENSES.

| | |
|---|-------------|
| Maintenance of way and structures..... | \$13,555.63 |
| General expenses..... | 1,264.01 |
| Grand total..... | \$14,819.64 |
| Percentage of expenses to earnings—entire line..... | 43.97 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|-------------|
| Maintenance of way and structures..... | \$13,555.63 |
| General expenses..... | 1,264.01 |
| Total..... | \$14,819.64 |
| Percentage of expenses to earnings—Minnesota..... | 43.97 |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1893. | | ASSETS. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|--------------|----------------------------------|--|----------------|--------------|----------------------------|------------|
| Item. | Total. | | | Item. | Total. | Increase. | Decrease. |
| \$334,043.12 | | Cost of road—page 27..... | | \$339,353.68 | | \$55,310.51 | |
| 26,564.01 | | Cash and current assets—page 28. | | 21,442.77 | | | \$5,461.24 |
| | | OTHER ASSETS— | | | | | |
| 1,010.78 | | Sundries..... | | | | | \$1,010.78 |
| | \$981,957.91 | Grand total..... | | | \$410,796.70 | \$48,888.79 | |

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | LIABILITIES. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|--------------|--|--|----------------|--------|----------------------------|-------------|
| Item. | Total. | | | Item. | Total. | Increase. | Decrease. |
| \$50,000.00 | ..... | Capital stock—page 17..... | | \$50,000.00 | ..... |  |  |
| 175,000.00 | ..... | Funded debt—page 23..... | | 175,000.00 | ..... |  |  |
| 1,750.00 | ..... | Accrued interest on funded debt not yet payable..... | | 1,750.00 | ..... |  |  |
| 26,164.79 | ..... | Fund for renewal of bridging..... | | 19,682.77 | ..... |  | \$6,472.02 |
| 109,043.12 | ..... | Advances for construction for which bonds may be issued..... | | 164,353.93 | ..... | \$55,310.81 | |
| | | Grand total..... | | | | \$410,736.70 | \$48,888.79 |
| | \$391,957.91 | | | | | | |

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Income Mortgaged. |
|------------------------------|----------------------|-------|--------|--------------------------------------|------------------------|
| | From. | To. | Miles. | | |
| First Mortgage..... | In Duluth..... | ..... | 1.78 | \$98,315 | All. |

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensation. |
|---|---------|---------------------------------------|------------------------------------|-----------------------------------|
| General officers | 1 | 365 | \$600.00 | \$1.64 |
| Other officers | 1 | 375 | 125.00 | .34 |
| General office clerks | 4 | 1,460 | 401.74 | .28 |
| Other trainmen | 1 | 131 | 199.98 | 1.53 |
| Carpenters | 4 | 913 | 2,222.33 | 2.43 |
| Section foremen | 1 | 231 | 381.48 | 1.65 |
| Other trackmen | 2 | 475 | 646.39 | 1.36 |
| All other employes and laborers | 4 | 1,420 | 3,406.84 | 2.40 |
| Total (inc. general officers)—Minnesota | 18 | 5,370 | \$7,983.76 | \$1.49 |
| Less general officers | 1 | 365 | 600.00 | 1.64 |
| Total (exc. general officers)—Minnesota | 17 | 5,005 | \$7,383.76 | \$1.47 |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration | 6 | 2,200 | 1,126.74 | .51 |
| Maintenance of way and structures | 12 | 3,170 | 6,857.02 | 2.16 |
| Total (inc. general officers)—Minnesota | 18 | 5,370 | \$7,983.76 | \$1.49 |
| Less general officers | 1 | 365 | 600.00 | 1.64 |
| Total (exc. general officers)—Minnesota | 17 | 5,005 | \$7,383.76 | \$1.47 |
| Total (inc. general officers)—entire line | 18 | 5,370 | 7,983.76 | 1.47 |

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Trains, Mile- age, Num- ber Cars. | Columns for Revenue and Rates. Dols. Cts. Mills. |
|--|--|---|
| PASSENGER AND FREIGHT— | | |
| Gross earnings from operation—page 35 | | \$33,704.67 |
| Gross earnings from operation per mile of road | | 18,965.21 |
| Operating expenses—page 45 | | 14,819.64 |
| Operating expenses per mile of road | | 8,325.64 |
| Income from operation—page 81 | | 18,885.03 |
| Income from operation per mile of road | | 10,609.57 |

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 178 | ..... | ..... | ..... | ..... | ..... | 178 | ..... | ..... | 178 |
| Miles of yard track and sidings | 957 | ..... | ..... | ..... | ..... | ..... | 957 | ..... | ..... | 957 |
| Total mileage operated (all tracks) | 535 | ..... | ..... | ..... | ..... | ..... | 535 | ..... | ..... | 535 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | | | | | | | | |
|---|-----|-------|-------|-------|-------|-------|-----|-------|-------|-----|
| Minnesota | 178 | ..... | ..... | ..... | ..... | ..... | 178 | ..... | ..... | 178 |
| Total mileage operated (single track) | 178 | ..... | ..... | ..... | ..... | ..... | 178 | ..... | ..... | 178 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|-------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | Iron. | Steel. |
| Minnesota | 178 | | | 178 | | | 178 |
| Total mileage owned (single track) | 178 | | | 178 | | | 178 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID DURING YEAR—KIND. | Number. | Average Price at Distributing Point. |
|---------------------------------|---------|--------------------------------------|
| Pine, tamarack and cedar | 100 | \$0.21.5 |
| Other | 1,907 | .98.9 |
| Total | 1,907 | \$0.94.89 |

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Cannot give this.

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|-----------------|---------|-------------------------|-----------------------|-----------------------|
| BRIDGES— | | | | |
| Iron | 1 | 8,555 | ..... | ..... |
| Wooden | 1 | 150 | ..... | ..... |
| Total | 2 | 8,705 | ..... | ..... |
| Trestles | 1 | 1,905 | ..... | ..... |

Gauge of track, 4 feet 8½ inches. 1.78 miles.

Eastern Railway Company of Minnesota.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Eastern Railway Company of Minnesota.

2. Date of organization? Aug. 13, 1887.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Territory of Minnesota and states of Minnesota and Wisconsin. The Eastern Railway Company of Minnesota was organized under the charter of the Minneapolis & St. Cloud Railroad Company, according to the following statutes of the Territory and of the State of Minnesota: An act of the legislative assembly of the Territory of Minnesota entitled "An act to incorporate the Minneapolis & St. Cloud Railroad Company," approved March 1, 1856; another act, approved by the legislature of the State of Minnesota Feb. 23, 1864, entitled "An act to amend an act entitled an act to incorporate the Minneapolis & St. Cloud Railroad Company," passed March 1, 1856; another act of said legislature, approved Feb. 11, 1865, entitled "An act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branches to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota;" another act of said legislature, approved Feb. 28, 1865, entitled "An act to amend an act entitled an act to incorporate the Minneapolis & St. Cloud Railroad Company, approved March 1, 1856, and to repeal certain portions of an act amending the charter of said company," passed Feb. 23, 1864; another act of said legislature, approved March 5, 1869, entitled "An act to amend an act entitled an act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branches to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota;" another act of said legislature, approved March 6, 1869, entitled "An act to amend the charter of the Minneapolis & St. Cloud Railroad Company;" another act of said legislature, approved March 2, 1870, entitled "An act to amend the charter of the Minneapolis & St. Cloud Railroad Company;" another act of said legislature, approved March 11, 1879, entitled "An act to extend the time for the construction and completion of a branch of the Minneapolis & St. Cloud Railroad;" another act of said legislature, approved March 7, 1881, entitled "An act to amend chapter 56 of the Special Laws of A. D. 1869, page 249, entitled "An act to amend an act entitled an act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branch lines to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern

(Page 3.)

HISTORY- Continued.

Minnesota;" another act of said legislature, approved March 10, 1885, entitled "An act to amend an act entitled an act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branches to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota, approved Feb. 11, in the year of our Lord one thousand eight hundred and sixty five, as amended."

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Eastern Railway Company of Minnesota and Lake Superior & Southwestern Railway Company. Under the provisions of the above charter and amendments, and pursuant moreover to the General Laws of the States of Minnesota and Wisconsin, it was, Jan. 10, 1888, consolidated with the Lake Superior & Southwestern Railway Company, a corporation organized and existing under the laws of the State of Wisconsin.

5. Date and authority for each consolidation? Jan. 10, 1888. Statutes above recited, resolutions of the boards of directors and votes of the stockholders of the respective companies.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term |
|---------------------|-----------------------|------------------------------------|
| James J. Hill..... | St. Paul, Minn..... | } When successor is elected. |
| W. P. Clough..... | St. Paul, Minn..... | |
| M. D. Grover..... | St. Paul, Minn..... | |
| Samuel Hill..... | Minneapolis, Minn.... | |
| James N. Hill..... | Duluth, Minn..... | |

Total number of stockholders at date of last election? 6.

Date of last meeting of stockholders for election of directors? Oct. 19, 1898.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? R. I. Farrington, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|------------------------------|----------------------|---------------------|
| President..... | Samuel Hill..... | Minneapolis, Minn. |
| Vice president..... | James N. Hill..... | Duluth, Minn. |
| Second vice president..... | D. M. Philbin..... | Duluth, Minn. |
| Secretary and treasurer.... | E. Sawyer..... | St. Paul, Minn. |
| General solicitor..... | M. D. Grover..... | St. Paul, Minn. |
| Att'y or general counsel.... | J. A. Murphy.... | West Superior, Wis. |
| Comptroller..... | R. I. Farrington.... | St. Paul, Minn. |
| General auditor..... | J. L. Cramer..... | St. Paul, Minn. |
| Chief engineer..... | John F. Stevens.... | St. Paul, Minn. |
| Superintendent..... | G. T. Slade..... | West Superior, Wis. |
| Supt. of telegraph..... | E. J. Little..... | St. Paul, Minn. |
| General freight agent..... | J. C. Eden..... | St. Paul, Minn. |
| General passenger agent.... | F. I. Whitney..... | St. Paul, Minn. |
| Asst. gen. passenger agent.. | T. B. Lynch..... | St. Paul, Minn. |
| General ticket agent..... | F. I. Whitney..... | St. Paul, Minn. |
| Asst. general ticket agent.. | T. B. Lynch..... | St. Paul, Minn. |
| General baggage agent.... | S. A. Smart..... | St. Paul, Minn. |

(Page 9, A.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named | Miles of Line for Each Class of Rds Named. |
|---------------------------------|---|---|---|---|
| | From | To | | |
| 1. a Eastern Ry. of Minnesota.. | Hinckley, Minn..... | West Superior, Wis. | 69.40 | ..... |
| | In Duluth..... | | .88 | ..... |
| | St. L. River bridge.. | Cass Lake, Minn..... | 139.04 | ..... |
| | Nemadji Jct., Wis., including cut-off... | Cloquet, Minn..... | 27.58 | ..... |
| | Miss. River, Minn.... | Dewey Lake, Minn.. | 49.47 | ..... |
| | Nearly completed, Coon Creek, Minn.... | Hinckley, Minn..... | 64.72 | ..... |
| 5. b | Kettle River branch. | | 2.61 | 353.15 |
| C., St. P., M. & O. Ry. Co... | St. L. River bridge.. | Connection with Du- luth Terminal Ry.. | .08 | ..... |
| Duluth Terminal Ry..... | Connection with C., St. P., M. & O. Ry.. | Duluth, Minn..... | 1.78 | ..... |
| Northwestern Coal Ry. Co. | West end of St. Louis River bridge..... | Saunders, Wis..... | 5.87 | ..... |
| Great Northern Ry. Co.... | St. Paul, Minn..... | Hinckley, Minn..... | 109.97 | 117.65 |
| Total..... | | | | 470.80 |

Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

| | | | | |
|---------------------------------|---|---|--------|--------|
| 1. a Eastern Ry. of Minnesota.. | Hinckley, Minn..... | Wis. state line..... | 47.80 | ..... |
| | In Duluth..... | | .88 | ..... |
| | St. L. River bridge.. | Deer River, Minn.... | 100.22 | ..... |
| | Deer River..... | Cass Lake, Minn.... | 38.82 | ..... |
| | Wis. state line..... | Cloquet, Minn., in- cluding cut-off..... | 17.17 | ..... |
| | Mississippi River.... (Nearly completed) | Dewey Lake, Minn.. | 49.47 | ..... |
| | Coon Creek..... | Hinckley, Minn..... | 64.72 | ..... |
| 5. b | Kettle River branch. | | 2.61 | 820.69 |
| Great Northern Ry..... | St. Paul, Minn..... | Hinckley, Minn..... | 109.97 | ..... |
| C., St. P., M. & O. Ry..... | St. L. River bridge.. | Connection with Du- luth Terminal Ry.. | .08 | ..... |
| Duluth Terminal Ry..... | Connection with C., St. P., M. & O. Ry.. | Duluth..... | 1.78 | ..... |
| Northwestern Coal Ry..... | West end St. Louis River bridges..... | Wis. state line..... | .18 | 111.96 |
| Total..... | | | | 432.65 |

418 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 18.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is Included in the Income Account—Page 33.

| NAME. | TERMINALS. | | By What Company Operated. | Under What Kind of Contract Operated. | Miles of Line. |
|-----------------------|---------------|--------------|---------------------------|---------------------------------------|----------------|
| | From | To | | | |
| Eastern Ry. of Minn.. | Cass Lake.... | Fosston..... | Great Northern Ry.. | Lease..... | 50.77 |
| Total mileage..... | ..... | ..... | ..... | ..... | 50.77 |

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

(For Subsidiary Roads Making Either Operating Reports or Financial Reports.)

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract or other agreement, or through ownership of capital stock.

The entire capital stock of this company is owned by the Great Northern Railway Company.

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstand'g. | Dividends Declared During Year. | |
|---------------------|------------------------------|----------------------|-----------------------------|-------------------------------------|---------------------------------|-------------|
| | | | | | Rate. | Amount. |
| Capital stock | 125,000 | \$100.00 | \$12,500,000 | \$12,500,000 | 10 | \$1,250,000 |
| Total..... | 125,000 | \$100.00 | \$12,500,000 | \$12,500,000 | ..... | \$1,250,000 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstand'g. | Total Cash Realized. |
|---|--------------------------------------|---|--|----------------------|
| Issued for cash | 75,000 | \$7,500,000 | 75,000 | \$7,500,500 |
| Issued for acquisition of the Lake Superior & South Western Ry. Co..... | ..... | ..... | 49,900 | 4,990,500 |
| Total..... | 75,000 | \$7,500,000 | 125,000 | \$12,500,000 |

(Page 19.)

FUNDED DEBT

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|---------------------------------|-----------|---------------------------|-----------------------------|--------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued During Year. | Amount Paid During Year. |
| First mortgage bonds..... | 1889 | 1909 | ..... | \$175,000.00 | \$175,000.00 | \$175,000.00 | 6% | { May 1. } { Nov. 1. } | \$10,500.00 | \$10,500.00 |
| Grand total..... | ..... | ..... | ..... | \$175,000.00 | \$175,000.00 | \$175,000.00 | ..... | ..... | \$10,500.00 | \$10,500.00 |

(Page 21.)

FUNDED DEBT—Continued.
EQUIPMENT TRUST OBLIGATIONS.

A. General Statement.

| SERIES OR OTHER DESIGNATION. | Date of Issue. | Term. | Number of Payments. | Equipment Covered. |
|------------------------------|-----------------|-----------------|---------------------|--------------------|
| Trust Notes | Feb. 3, 1906... | Feb. 1, 1906... | 14 | 600 ore cars. |
| Car | | | | |

REMARKS—A car trust agreement, conveying 600 ore cars, built for handling the iron ore traffic of the D. S. & W. Ry. Co., was assumed by the Eastern Railway of Minnesota upon purchase of D. S. & W. Ry. The amount assumed by the Eastern Railway of Minnesota amounted to \$234,989.92, of which there was paid during the year \$29,373.74, leaving a balance of \$205,616.18, as shown below.

B. Statement of Amount.

| SERIES OR OTHER DESIGNATION. | Cash Paid on Delivery of Equipment. | Deferred Payments—Principal. | |
|------------------------------|-------------------------------------|------------------------------|---------------------|
| | | Original Amount. | Amount Outstanding. |
| Car Trust Notes..... | | See above.... | \$205,616.18 |
| Total..... | | | \$205,616.18 |

(Page 23.) RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | \$0,700,000.00 | \$0,700,000.00 | \$435,000.00 | \$435,000.00 |
| Miscellaneous obligations—page 19..... | ..... | ..... | ..... | ..... |
| Income bonds—page 19..... | ..... | ..... | ..... | ..... |
| Equipment trust obligations—page 21..... | ..... | 205,616.18 | ..... | ..... |
| Total..... | \$0,700,000.00 | \$0,905,616.18 | \$435,000.00 | \$435,000.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|----------------|---|----------------|
| Cash..... | \$1,130,272.65 | Audited vouchers and accounts..... | \$619,805.36 |
| Bills receivable..... | 12,000.00 | Wages and salaries..... | 125,416.90 |
| Due from agents..... | 4,538.60 | Matured interest coupons unpaid (including coupons due July 1)..... | 8,940.00 |
| Due from solvent companies and individuals..... | 694,457.37 | Miscellaneous..... | 20.07 |
| Other cash assets (excluding "materials and supplies")*..... | 10,161.99 | Total current liabilities..... | \$749,182.33 |
| Total cash and current assets..... | \$1,851,510.61 | Balance cash assets..... | 1,102,828.28 |
| Total..... | \$1,851,510.61 | Total..... | \$1,851,510.61 |

*Materials and supplies on hand, \$192,639.63. See general balance sheet—page 49.

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|-----------------|-------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$12,500,000.00 | \$11,000,000.00 | \$1,500,000.00 | 412.92 | \$26,689.00 |
| Bonds—page 19 (grand total) | 9,700,000.00 | 8,417,000.00 | 1,283,000.00 | 286.73 | 28,176.00 |
| Equipment trust obligations—page 21..... | 205,616.18 | 205,616.18 | ..... | ..... | ..... |
| Total..... | \$22,405,616.18 | \$19,622,616.18 | \$2,783,000.00 | ..... | \$54,815.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included
in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---------------------------------------|-----------------|----------------|-----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Eastern Railway Co. of Minnesota..... | \$12,500,000.00 | \$6,700,000.00 | \$22,200,000.00 | 412.92 | \$53,763.00 |
| Grand total..... | \$12,500,000.00 | \$6,700,000.00 | \$22,200,000.00 | 412.92 | \$53,763.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|--|---------------------------------------|------------------------------|------------------------------|-----------------------|
| CONSTRUCTION— | | | | |
| Engineering | \$38,164.36 | Cannot furnish. | Cannot furnish. | Cannot furnish. |
| Right of way and station grounds | 236,213.91 | | | |
| Real estate | 175,000.00 | | | |
| Grading | 1,262,133.91 | | | |
| Clearing and grubbing | 62,560.46 | | | |
| Bridges, trestles and culverts | 264,133.31 | | | |
| Ties | 240,672.66 | | | |
| Rails | 501,601.59 | | | |
| Track fastenings | 72,527.67 | | | |
| Frogs and switches | 13,200.35 | | | |
| Ballast | 17,829.82 | | | |
| Tracklaying and surfacing | 118,730.88 | | | |
| Fencing right of way | 354.68 | | | |
| Crossings, cattle guards and signs | 2,512.76 | | | |
| Interlocking or signal apparatus | 85.83 | | | |
| Telegraph lines | 19,100.51 | | | |
| Station buildings and fixtures | 152,337.02 | | | |
| Shops, roundhouses and turntables | 52,087.30 | | | |
| Shop machinery and tools | 45,987.23 | | | |
| Water and fuel stations | 62,609.04 | | | |
| Masonry | 27,016.71 | | | |
| Locomotive and car service | 63,199.31 | | | |
| Docks and wharves | 28,764.53 | | | |
| Advanced contractors* | 979,088.20 | | | |
| Purchase of constructed road | 1,618,379.62 | | | |
| Miscellaneous structures | 521.91 | | | |
| Transportation of men and material | 104,752.01 | | | |
| Interest and discount | 113,230.83 | | | |
| General expenses | 27,150.75 | | | |
| Total construction | \$4,471,836.06 | \$12,952,135.29 | \$17,423,971.85 | \$42,196.97 |
| EQUIPMENT— | | | | |
| Locomotives | \$424,496.96 | Cannot furnish. | Cannot furnish. | Cannot furnish. |
| Passenger cars | 850.00 | | | |
| Sleeping, parlor and dining cars | 112,833.94 | | | |
| Combination cars | 600.00 | | | |
| Freight cars | 1,192,492.60 | | | |
| Other cars of all classes | 129,858.38 | | | |
| Total equipment | \$1,861,131.83 | \$1,420,562.23 | \$3,281,604.06 | \$7,947.53 |
| Total construction—page 27 | 4,471,836.06 | 12,952,135.29 | 17,423,971.85 | 42,196.97 |
| Grand total cost construction, equipment, etc. | \$6,332,967.89 | \$14,372,697.52 | \$20,705,665.41 | \$50,144.50 |
| Total cost construction, equipment, etc.—State of Minnesota | Cannot furnish | Cannot furnish | Cannot furnish | Cannot furnish |

(Page 26.)

EXPLANATORY REMARKS.

*The credit shown as "advanced contractors" is to offset the debit of like amount shown on last year's report.

(Page 30.)

EXPLANATORY REMARKS.

Reduction in values of Northern Land Co.'s stock and bonds.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|----------------|----------------|
| Gross earnings from operation—page 35 | \$3,064,968.40 | |
| Less operating expenses—page 45 | 1,318,511.82 | |
| Income from operation | | \$1,746,456.58 |
| Dividends on stocks owned—page 37 | \$3,000.00 | |
| Interest on bonds owned—page 39 | 14,340.00 | |
| Miscellaneous income, less expenses—page 41. | 253,604.45 | |
| Income from other sources | | \$250,944.45 |
| Total income | | \$1,997,401.03 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23 | \$435,000.00 | |
| Rents paid for lease of road—page 47, A. | 91,133.16 | |
| Taxes | 99,320.83 | |
| Other deductions | 76,994.78 | |
| Total deductions from income | | \$702,448.77 |
| Net income | | \$1,294,952.26 |
| Dividends, 10 per cent, stock—page 17. | \$1,250,000.00 | |
| Total | | \$1,250,000.00 |
| Surplus from operations of year ending June 30, 1899, | | \$44,952.26 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report) | | 1,641,447.57 |
| Surplus on June 30, 1899 (for entry on "general balance sheet"—page 51) | | \$1,686,399.83 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|---|-----------------|---|------------------|
| PASSENGER— | | | |
| Less repayments— | | | |
| Total deductions | | * | |
| Total passenger revenue | | | \$89,528.94 |
| Total passenger earnings | | | \$89,528.94 |
| FREIGHT— | | | |
| Less repayments— | | | |
| Total deductions | | * | |
| Total freight revenue | | | \$108,202.55 |
| Other items | | | 826.08 |
| Total freight earnings | | | \$109,028.63 |
| Total passenger and freight earnings | | | \$198,557.57 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Switching charges—balance | | | 1,112.00 |
| Rents not otherwise provided for | | | 1,201.82 |
| Total other earnings | | | \$2,313.82 |
| Total gross earnings from operation—Minnesota | | | \$200,871.39 |
| Total gross earnings from operation—entire line | | | \$3,064,968.40 |

*Cannot state.

(Page 34.)

EXPLANATORY REMARKS.

This company has abandoned as impracticable and misleading the plan of making division of the earnings on interstate traffic between the states through which this line is operated, and cannot therefore give figures purporting to show earnings in Minnesota on such traffic. The figures shown on page 35 are the earnings on business local to the state of Minnesota.

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

| NAME. | Total Par Value. | Rate. | Income or Dividend Received. | Valuation. |
|--|------------------|-------|------------------------------|--------------|
| Duluth Terminal Ry. Co. | \$50,000.00 | | \$3,000.00 | \$50,000.00 |
| Lake Superior Ter. & Transfer Ry. Co. | 15,700.00 | | | 15,700.00 |
| Park Rapids & Leech Lake Ry. Co. | 500,000.00 | | | 500,000.00 |
| Total | \$565,700.00 | | \$3,000.00 | \$565,700.00 |

B. Other Stocks.

| | | | | |
|----------------------------|--------------|--|------------|--------------|
| Northern Land Co. | \$10,000.00 | | | \$1.00 |
| Total | \$10,000.00 | | | \$1.00 |
| Grand total, A and B. | \$575,700.00 | | \$3,000.00 | \$565,701.00 |

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

| NAME. | Total Par Value. | Rate Per Cent. | Income or Interest Received. | Valuation. |
|---------------------------------------|------------------|----------------|------------------------------|----------------|
| Duluth Terminal Ry. Co..... | \$175,000.00 | 6 | \$10,500.00 | \$175,000.00 |
| Duluth, Superior & Western Term. Co.. | 500,000.00 | ..... | ..... | 500,000.00 |
| Park Rapids & Leech Lake Ry. Co..... | 500,000.00 | ..... | ..... | 500,000.00 |
| Total..... | \$1,175,000.00 | ..... | \$10,500.00 | \$1,175,000.00 |

B. Other Bonds.

| | | | | |
|--------------------------|----------------|-------|-------------|----------------|
| Northern Land Co | \$150,000.00 | ..... | \$8,840.00 | \$50,000.00 |
| Total..... | \$150,000.00 | ..... | \$8,840.00 | \$50,000.00 |
| Grand total—A and B..... | \$1,325,000.00 | ..... | \$14,840.00 | \$1,225,000.00 |

(Page 38.)

EXPLANATORY REMARKS.

Interest received on account of Northern Land Co. Bonds is six months' interest on \$128,000 bonds at 6 per cent.

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Docks.

Docks at West Superior, Wis., from coal companies..... \$13,766.70

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|---------------------------------|---------------|----------------|---------------------------|
| Elevators A and X | | | \$88,500.90 |
| Interest and exchange..... | | | 7,161.72 |
| Rent of leased lines | | | 99,000.00 |
| Locomotive and car service..... | | | 87,304.96 |
| Miscellaneous..... | | | 1,576.88 |
| Total..... | | | \$283,604.45 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|--------------|
| Repairs of roadway | \$198,097.91 |
| Renewals of rails | 8,790.19 |
| Renewals of ties | 20,955.43 |
| Repairs and renewals of bridges and culverts | 34,977.71 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 1,701.50 |
| Repairs and renewals of buildings and fixtures | 15,507.94 |
| Repairs and renewals of docks and wharves | 4,472.61 |
| Repairs and renewals of telegraph | 2,013.78 |
| Stationery and printing | 440.16 |
| Total | \$286,957.23 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|--------------|
| Superintendence | \$4,427.05 |
| Repairs and renewals of locomotives | 56,243.02 |
| Repairs and renewals of passenger cars | 11,206.52 |
| Repairs and renewals of freight cars | 79,073.82 |
| Repairs and renewals of work cars | 6,563.17 |
| Repairs and renewals of shop machinery and tools | 1,061.77 |
| Stationery and printing | 585.23 |
| Other expenses | 86.32 |
| Total | \$159,246.90 |

CONDUCTING TRANSPORTATION.

| | |
|--|--------------|
| Superintendence | \$24,658.12 |
| Engine and roundhouse men | 121,397.70 |
| Fuel for locomotives | 138,817.55 |
| Water supply for locomotives | 8,409.89 |
| Oil, tallow and waste for locomotives | 4,109.59 |
| Other supplies for locomotives | 2,150.50 |
| Train service | 83,783.37 |
| Train supplies and expenses | 23,012.19 |
| Switchmen, flagmen and watchmen | 46,514.44 |
| Telegraph expenses | 21,682.56 |
| Station service | 81,649.70 |
| Station supplies | 7,009.90 |
| Switching charges—balance | 44,548.87 |
| Car mileage—balance | 27,843.87 |
| Loss and damage | 8,170.08 |
| Injuries to persons | 15,470.33 |
| Clearing wrecks | 7,590.11 |
| Advertising | 2,532.12 |
| Outside agencies | 21,397.46 |
| Commissions | 6,967.15 |
| Rents for tracks, yards and terminals—page 47, B. | 106,068.84 |
| Rents of buildings and other property | 1,223.67 |
| Stationery and printing | 5,901.48 |
| Other expenses | 4,875.17 |
| Total | \$814,684.14 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|--------------------|
| Salaries of general officers..... | \$15,081.56 |
| Salaries of clerks and attendants..... | 21,092.08 |
| General office expenses and supplies..... | 3,540.85 |
| Insurance..... | 7,529.55 |
| Law expenses..... | 3,782.67 |
| Stationery and printing (general offices)..... | 3,107.94 |
| Other expenses..... | 3,588.90 |
| Total..... | \$57,623.55 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$286,857.23 |
| Maintenance of equipment..... | 159,246.90 |
| Conducting transportation..... | 814,684.14 |
| General expenses..... | 57,623.55 |
| Grand total..... | \$1,318,511.82 |
| Percentage of expenses to earnings—entire line..... | 43.02 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|--|---------------------|
| Maintenance of way and structures..... | \$302,968.27 |
| Maintenance of equipment..... | 128,591.82 |
| Conducting transportation..... | 597,898.52 |
| General expenses..... | 45,646.01 |
| Total..... | \$975,094.62 |

(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|--------------------------------|-------------------------------|--------------------------------|--------------------|--------------------|
| Great Northern Railway..... | | | \$82,918.40 | \$82,918.40 |
| C., St. P. M. & O. Ry..... | | | 600.00 | 600.00 |
| St. Paul & Duluth Railway..... | | | 1,056.48 | 1,056.48 |
| Northwestern Coal Railway..... | | | 6,563.28 | 6,563.28 |
| Total rents, A..... | | | \$91,138.16 | \$91,138.16 |

B. Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|---------------------------|-------------------------------|---|-------------|---------------------|
| Tracks..... | St. Louis river bridge... | Northern Pacific R'y.... | \$9,238.13 | |
| Tracks..... | In Duluth..... | Duluth Terminal R'y ... | 83,704.67 | |
| Total..... | | | | \$42,987.80 |
| Terminals..... | St. Paul and Minneapolis | Great Northern R'y..... | \$27,312.41 | |
| Terminals..... | Minneapolis..... | Minneapolis Union R'y.. | 16,565.49 | |
| Terminals..... | St. Paul..... | St. Paul U. D. Co..... | 4,228.49 | |
| Terminals..... | Duluth..... | Duluth U.D. & Trans. Co | 11,084.75 | |
| Terminals..... | West Superior, Wis..... | L. S. T. & T. R'y Co.... | 2,889.90 | |
| Total..... | | | | \$62,081.04 |
| Grand Total—B..... | | | | \$105,068.84 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

| JUNE 30, 1898. | | ASSETS. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|-----------------|--------------------------------------|-----------------|-----------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$12,932,135.20 | ..... | Cost of road—page 27..... | \$17,423,571.35 | ..... | \$4,471,839.06 | ..... |
| 1,420,582.23 | ..... | Cost of equipment—page 29..... | 3,281,684.06 | ..... | 1,861,131.83 | ..... |
| 65,800.00 | ..... | Stocks owned—page 37..... | 565,701.00 | ..... | 499,301.00 | ..... |
| 301,846.78 | ..... | Bonds owned—page 38..... | 1,225,000.00 | ..... | 923,104.22 | ..... |
| 596,077.80 | ..... | Other permanent investments..... | 629,820.45 | ..... | 63,742.46 | ..... |
| 1,717,371.26 | ..... | Cash and current assets—page 23..... | 1,851,510.61 | ..... | 134,139.35 | ..... |
| | | OTHER ASSETS— | | | | |
| | | Materials and supplies..... | 192,689.08 | ..... | 146,875.46 | ..... |
| | | Grand total..... | | \$25,170,387.65 | \$3,100,730.88 | ..... |
| | \$17,009,656.77 | | | | | |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | LIABILITIES. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|-----------------|--|-----------------|-----------------|----------------------------|-------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$5,000,000.00 | | Capital stock—page 17..... | \$12,500,000.00 | ..... | \$7,500,000.00 | ..... |
| 9,984,989.92 | | Funded debt—page 23..... | 9,905,616.18 | ..... | ..... | \$29,373.74 |
| 240,305.69 | | Current liabilities—page 23..... | 749,182.33 | ..... | 508,876.64 | ..... |
| 108,750.00 | | Accrued interest on funded debt not yet payable..... | 108,750.00 | ..... | ..... | ..... |
| 27,085.43 | | Taxes not due..... | 44,641.15 | ..... | 17,555.72 | ..... |
| 117,078.16 | | Funds for renewals..... | 175,798.16 | ..... | 58,720.00 | ..... |
| 1,641,447.57 | | Profit and loss—page 31 (or 33)..... | 1,686,390.83 | ..... | 44,952.26 | ..... |
| | | Grand total..... | ..... | \$25,170,387.65 | \$8,100,730.88 | ..... |
| ..... | \$17,089,656.77 | | | | | |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Acquired by purchase from D. M. R. & N. Ry., Mississippi River to Dewey Lake Minn Miles. 49.47
 Correction of mileage reported for year June 30th, 1898, as being acquired from D. S. & W. Ry., additional..... .28
 Constructed Deer River to Fosston, Minn.. 98.59
 Constructed Coon Creek to Hinckley, Minn. 64.72
 Constructed Nemadji Jct. to Cloquet, Minn., including cut-off..... 27.53

 Total..... 240.59
 Less track Cass Lake to Fosston, leased to Gt. Northern Ry..... 59.77

 Less track..... 180.82
 Less track Nemadji Jct., Wis., to Minn. state line..... 10.36

 *Total..... 170.46
6. Stock amounting to \$7,500,000 authorized and issued, issued to secure funds with which to purchase Duluth, Superior & Western Terminal Co. bonds..... \$500,000.00
 Park Rapids & Leech Lake Ry. stock..... 500,000.00
 Park Rapids & Leech Lake Ry. bonds..... 500,000.00
 Purchase the railway, appurtenances and rights of Duluth, Mississippi River & Northern Ry. Co. Constructing, completing and equipping of lines between Lake Superior and Fosston, and from point near Coon Creek to Sandstone, also for additional equipment and facilities at Lake Superior terminals and elsewhere upon this company's system.
8. This company has purchased the stock and bonds shown in item 6.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with the Great Northern Express Co., whereby they do all express business on this road, this company receiving a percentage of gross earnings.
2. Routes established by the U. S. Post Office Department in accordance with laws.
3. This company operates its own sleeping, parlor and dining cars.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Income Mortgaged. |
|---|--------------------------|--------------|--------|--------------------------------------|------------------------|
| | From. | To. | Miles. | | |
| First division first mortgage bonds..... | Hinckley..... | Duluth..... | 72.39 | \$64,926 | Earnings, etc. |
| Northern division first mortgage bonds..... | St. Louis River bridge.. | Fosston..... | 236.34 | 22,106 | Earnings, etc. |
| Total..... | ..... | ..... | ..... | ..... | ..... |

What Securities Mortgaged—Duluth Terminal Railway stocks and bonds. See note page 56.

(Page 56.)

EXPLANATORY REMARKS.

*Includes docks, elevators and terminal properties in West Superior, Wis., and Duluth, Minn.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensation. |
|--|---------|---------------------------------------|------------------------------------|-----------------------------------|
| General officers..... | 12 | 1,144 | \$11,752.46 | \$10.27 |
| Other officers..... | 3 | 971 | 7,904.97 | 8.14 |
| General office clerks..... | 65 | 21,755 | 40,352.01 | 1.85 |
| Station agents..... | 18 | 4,207 | 7,487.74 | 1.78 |
| Other stationmen..... | 52 | 7,672 | 12,735.06 | 1.66 |
| Enginemen..... | 75 | 20,281 | 78,061.17 | 8.85 |
| Firemen..... | 80 | 20,218 | 45,662.91 | 2.26 |
| Conductors..... | 54 | 14,008 | 44,808.53 | 3.20 |
| Other trainmen..... | 126 | 27,580 | 57,866.71 | 2.08 |
| Carpenters..... | 97 | 20,010 | 46,223.58 | 2.31 |
| Other shopmen..... | 17 | 8,538 | 6,967.53 | 1.80 |
| Section foremen..... | 51 | 8,802 | 12,204.43 | 1.47 |
| Other trackmen..... | 1,918 | 138,676 | 216,554.90 | 1.62 |
| Switchmen, flagmen and watchmen..... | 10 | 5,317 | 11,579.01 | 2.14 |
| Telegraph operators and dispatchers..... | 52 | 5,621 | 8,481.06 | 1.50 |
| All other employes and laborers..... | 965 | 16,559 | 27,822.02 | 1.65 |
| Total (inc. general officers)—Minnesota..... | 2,995 | 310,854 | \$634,644.06 | \$2.04 |
| Less general officers..... | 12 | 1,144 | 11,752.46 | 10.27 |
| Total (exc. general officers)—Minnesota..... | 2,983 | 309,710 | \$622,891.60 | \$2.01 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration..... | 80 | 23,870 | 60,009.44 | 2.51 |
| Maintenance of way and structures..... | 2,006 | 161,988 | 274,982.86 | 1.70 |
| Maintenance of equipment..... | 17 | 8,538 | 6,967.53 | 1.80 |
| Conducting transportation..... | 882 | 121,458 | 236,284.23 | 2.41 |
| Total (inc. general officers)—Minnesota..... | 2,995 | 310,854 | \$634,644.06 | \$2.04 |
| Less general officers..... | 12 | 1,144 | 11,752.46 | 10.27 |
| Total (exc. general officers)—Minnesota..... | 2,983 | 309,710 | \$622,891.60 | \$2.01 |
| Total (inc. general officers)—Entire line..... | 3,701 | 499,725 | \$950,441.92 | 2.02 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Rev- enue and Rates. |
|--|--|-------------------------------------|
| | | Dols. Cts. Mls. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 105,591 | ..... |
| Number of passengers carried one mile..... | 4,335,199 | ..... |
| Number of passengers carried one mile per mile of road..... | 14,432 | ..... |
| Average distance carried..... | 4,106 | ..... |
| Total passenger revenue—page 35..... | | 899,528.94 |
| Average amount received from each passenger..... | | 84.788 |
| Average receipts per passenger per mile..... | | .02.065 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 68..... | 118,052 | ..... |
| Number of tons carried one mile..... | 10,249,317 | ..... |
| Number of tons carried one mile per mile of road..... | 34,120 | ..... |
| Average distance haul of one ton..... | 8,682 | ..... |
| Total freight revenue—page 35..... | | 108,202.55 |
| Average amount received for each ton of freight..... | | .91.657 |
| Average receipts per ton per mile..... | | .01.056 |
| PASSENGER AND FREIGHT— | | |
| Operating expenses—page 45..... | | 975,094.62 |
| Operating expenses per mile of road..... | | 3,246.10 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 330,851 | ..... |
| Miles run by freight trains..... | 665,994 | ..... |
| Miles run by mixed trains..... | 1,580 | ..... |
| Total mileage trains earning revenue..... | 997,596 | ..... |
| Miles run by switching trains *..... |  | ..... |
| Miles run by construction and other trains..... | 176,422 | ..... |
| Grand total train mileage..... |  | ..... |
| Mileage of loaded freight cars—north or east..... | 9,482,191 | ..... |
| Mileage of loaded freight cars—south or west..... | 7,629,537 | ..... |
| Mileage of empty freight cars—north or east..... | 1,883,935 | ..... |
| Mileage of empty freight cars—south or west..... | 3,508,408 | ..... |
| Average number of freight cars in train..... | 53.44 | ..... |
| Average number of loaded cars in train..... | 25.66 | ..... |
| Average number of empty cars in train..... | 7.78 | ..... |

* Cannot state.

(Page 60.)

EXPLANATORY REMARKS.

Miles.

| | |
|--|--------|
| Operated entire year..... | 262.47 |
| Deer River to Cass Lake, Sept. 25, 1898 to June 30, 1899, 58.82 miles..... | 29.69 |
| Mississippi river to Dewey Lake, May 1, 1899, to June 30, 1899, 49.47 miles..... | 8.25 |

Average mileage operated..... 900.39

The figures shown on page 61 A are based upon the business local to the State of Minnesota only, and include no interstate traffic for reasons given on page 34.

434 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Revenue and Rates. | | |
|--|--|--------------------------------|------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 195,005 | | | |
| Number of passengers carried one mile..... | 15,737,027 | | | |
| Number of passengers carried one mile per mile of road..... | 47,952 | | | |
| Average distance carried, miles..... | 90.70 | | | |
| Total passenger revenue—page 85..... | | \$321,737.84 | | |
| Average amount received from each passenger..... | | 1.64.990 | | |
| Average receipts per passenger per mile..... | | 02.044 | | |
| Total passenger earnings—page 85..... | | 362,760.13 | | |
| Passenger earnings per mile of road..... | | 1,105.37 | | |
| Passenger earnings per train mile..... | | 96.700 | | |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 3,995,169 | | | |
| Number of tons carried one mile..... | 450,833,990 | | | |
| Number of tons carried one mile per mile of road..... | 1,373,892 | | | |
| Average distance haul of one ton..... | 112.86 | | | |
| Total freight revenue—page 85..... | | 2,666,548.92 | | |
| Average amount received for each ton of freight..... | | 66.744 | | |
| Average receipts per ton per mile..... | | 00.591 | | |
| Total freight earnings—page 85..... | | 2,667,505.60 | | |
| Freight earnings per mile of road..... | | 8,128.18 | | |
| Freight earnings per train mile..... | | 3.38.632 | | |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 85..... | | 2,988,286.76 | | |
| Passenger and freight revenue per mile of road..... | | 9,105.63 | | |
| Passenger and freight earnings—page 85..... | | 3,030,265.73 | | |
| Passenger and freight earnings per mile of road..... | | 9,233.55 | | |
| Gross earnings from operation—page 85..... | | 3,064,968.40 | | |
| Gross earnings from operation per mile of road..... | | 9,339.29 | | |
| Gross earnings from operation per train mile..... | | 2.63.509 | | |
| Operating expenses—page 45..... | | 1,318,511.82 | | |
| Operating expenses per mile of road..... | | 4,017.65 | | |
| Operating expenses per train mile..... | | 1.50.185 | | |
| Income from operation—page 31..... | | 1,746,456.58 | | |
| Income from operation per mile of road..... | | 5,321.64 | | |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 374,796 | | | |
| Miles run by freight trains..... | 786,694 | | | |
| Miles run by mixed trains..... | 1,380 | | | |
| Total mileage trains earning revenue..... | 1,162,870 | | | |
| Miles run by switching trains (Note 2)..... | 222,910 | | | |
| Miles run by construction and other trains..... | 200,554 | | | |
| Grand total train mileage..... | 1,586,334 | | | |
| Mileage of loaded freight cars—north or east..... | 11,118,299 | | | |
| Mileage of loaded freight cars—south or west..... | 9,522,817 | | | |
| Mileage of empty freight cars—north or east..... | 2,380,723 | | | |
| Mileage of empty freight cars—south or west..... | 3,954,929 | | | |
| Average number of freight cars in train..... | 34.23 | | | |
| Average number of loaded cars in train..... | 26.19 | | | |
| Average number of empty cars in train..... | 8.04 | | | |
| Average number of tons of freight in train..... | 572.15 | | | |
| Average number of tons of freight in each loaded car..... | 21.84 | | | |

(Page 61, B.)

EXPLANATORY REMARKS.

NOTE 1.—Average Miles Operated—

| | |
|---|--------|
| Entire year..... | 290.26 |
| Deer River to Cass Lake, Sept. 25, 1898, to June 30, 1899—38.82 miles..... | 29.67 |
| Mississippi River to Dewey Lake, May 1, 1899, to June 30, 1899—49.47 miles..... | 8.25 |
| Total..... | 328.18 |

NOTE 2.—An allowance of 75 miles per day of 12 hours is allowed for switching trains.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

(Company's Material Excluded.)*

| COMMODITY. | Freight Originat- ing on this Road. Tons. | Freight Received from Con- necting Road and Other Carriers. Tons. | TOTAL FREIGHT TONNAGE. | |
|---|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain..... | †..... | †..... | 1,568,708 | 39.26 |
| Flour..... | | | 188,758 | 4.60 |
| Other mill products..... | | | 92,090 | 2.31 |
| Hay..... | | | 9,764 | .25 |
| Fruit and vegetables..... | | | 4,009 | .10 |
| Other products of agriculture..... | | | 103,522 | 2.58 |
| Live stock..... | | | 8,873 | .10 |
| Dressed meats..... | | | 1,647 | .04 |
| Other packing-house products..... | | | 4,141 | .11 |
| Poultry, game and fish..... | | | 169 | ..... |
| Wool..... | | | 5,493 | .14 |
| Hides and leather..... | | | 387 | .01 |
| Anthracite coal..... | | | 195,965 | 4.89 |
| Bituminous coal..... | | | 645,751 | 16.16 |
| Coke..... | | | 26,916 | .67 |
| Ores..... | | | 652,515 | 16.33 |
| Stone, sand and other like articles..... | | | 51,185 | 1.28 |
| Lumber..... | | | 142,120 | 3.56 |
| Other products of forest..... | | | 69,563 | 1.75 |
| Petroleum and other oils..... | | | 4,891 | .12 |
| Iron, pig and bloom..... | | | 2,123 | .06 |
| Iron and steel rails..... | | | 35,158 | .88 |
| Other castings and machinery..... | | | 22,605 | .57 |
| Bar and sheet metal..... | | | 48,541 | 1.21 |
| Cement, brick and lime..... | | | 22,194 | .56 |
| Agricultural implements..... | | | 148 | ..... |
| Wagons, carriages, tools, etc..... | | | 459 | .01 |
| Wines, liquors and beers..... | | | 2,423 | .06 |
| Household goods and furniture..... | | | 1,865 | .05 |
| Other manufactures..... | | | 13,794 | .35 |
| Merchandise..... | | | 41,525 | 1.04 |
| Miscellaneous—Other commodities not men- tioned above..... | | | 37,867 | .95 |
| Total tonnage—Entire line..... | | | 3,995,169 | 100.00 |

(Page 62.)

EXPLANATORY REMARKS.

*Cannot give the freight traffic movement for Minnesota, therefore report of entire line is given.

†Cannot give the freight originating on this line and that received from other carriers.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added during Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | | |
|---------------------------------------|---------------------------|------------------------------|------------------------------------|--------------------|--|--------------|--|
| | | | No. | Name. | No. | Name. | |
| LOCOMOTIVES—Owned and Leased: | | | | | | | |
| Passenger..... | 4 | 22 | { 11 | Westinghouse | | | |
| | | | { 11 | N. Y. Air..... | | | |
| Freight..... | 14 | 48 | { 33 | N. Y. Air..... | | | |
| | | | { 15 | Westinghouse | | | |
| Switching..... | 5 | 11 | { 5 | N. Y. Air..... | | | |
| | | | { 4 | Eames Vacuum | | | |
| | | | { 2 | Steam..... | | | |
| Total Locomotives in Service.. | 23 | 81 | 81 | | | | |
| Total Locomotives Owned..... | 23 | 81 | 81 | | | | |
| CARS—Owned and Leased: | | | | | | | |
| IN PASSENGER SERVICE— | | | | | | | |
| First-class cars..... | 1 | 9 | 9 | Westinghouse. } | 1 | Janney. | |
| | | | | | 8 | Stand. V. P. | |
| Combination cars..... | 1 | 7 | 7 | Westinghouse.. } | 1 | Janney. | |
| | | | | | 6 | Stand. V. P. | |
| Parlor cars..... | | 3 | 3 | Westinghouse .. | 3 | Stand. V. P. | |
| Sleeping cars..... | | 20 | 20 | N. Y. Air..... | 20 | Stand. V. P. | |
| Baggage, express and postal cars..... | | 4 | 4 | N. Y. Air..... | 4 | Stand. V. P. | |
| Total..... | 2 | 43 | 43 | | 43 | | |
| IN FREIGHT SERVICE— | | | | | | | |
| Box cars..... | 1,001 | 2,498 | { 10 | Boyden | 7 | Washburn. | |
| | | | { 2340 | N. Y. Air..... | 251 | Chicago. | |
| | | | | | 610 | Stand. V. P. | |
| | | | | | 1,477 | Hein. | |
| Flat and coal cars | 29 | 322 | { 167 | N. Y. Air..... | 20 | Stand. V. P. | |
| | | | { 49 | Boyden | 155 | Hein. | |
| Stock and box combinat'n cars.. | 750 | 750 | 750 | N. Y. Air..... | 1 | Trouan. | |
| Sand cars..... | | 310 | 310 | N. Y. Air..... | 750 | Trouan. | |
| Ore cars..... | | 600 | 600 | Westinghouse .. | 310 | Trouan. | |
| Refrigerator cars..... | | 10 | 10 | Westinghouse. } | 600 | Trouan. | |
| | | | | | 1 | Hein. | |
| | | | | | 8 | Standard. | |
| Total..... | 1,780 | 4,490 | 4,236 | | 4,190 | | |
| IN COMPANY'S SERVICE— | | | | | | | |
| Officers' and pay cars..... | 1 | 1 | 1 | Westinghouse .. | 1 | Standard. | |
| Derrick cars..... | 1 | 3 | | | | | |
| Caboose cars..... | 16 | 36 | { 4 | Westinghouse .. | 12 | Hein. | |
| | | | { 2 | N. Y. Air..... | | | |
| Other road cars..... | 21 | 38 | | | | | |
| Steam shovels..... | 1 | 5 | | | | | |
| Total..... | 40 | 83 | 7 | | 13 | | |
| Total cars in service..... | 1,822 | 4,616 | 4,286 | | 4,246 | | |
| Total cars owned..... | 1,822 | 4,616 | 4,286 | | 4,246 | | |

(Page 57.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year and Acquired. | RAILS. | |
|--|------------------------------------|-------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|--|--------|--------|
| | Branches and Spurs. | | | | | | | | Iron. | Steel. |
| | Main Line. | | | | | | | | | |
| Miles of single track..... | 350.54 | 2.61 | ..... | ..... | ..... | 117.65 | 470.80 | 190.82 | ..... | 383.15 |
| Miles of second track..... | 8.55 | ..... | ..... | ..... | ..... | ..... | 8.55 | 2.55 | ..... | 8.55 |
| Miles of yard track and sidings..... | 98.67 | .74 | ..... | ..... | ..... | ..... | 100.41 | 84.51 | .22 | 100.19 |
| Total mileage operated (all tracks)... | 458.76 | 3.35 | ..... | ..... | ..... | 117.65 | 579.76 | 217.88 | .22 | 461.89 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | | | | | | | | |
|---------------------------------------|--------|-------|-------|-------|-------|--------|--------|--------|-------|--------|
| Minnesota..... | 318.08 | 2.61 | ..... | ..... | ..... | 111.08 | 432.65 | 105.87 | ..... | 330.69 |
| Wisconsin..... | 82.46 | ..... | ..... | ..... | ..... | 5.09 | 88.15 | 10.22 | ..... | 82.46 |
| Total mileage operated (single track) | 360.54 | 2.61 | ..... | ..... | ..... | 117.65 | 470.80 | 115.79 | ..... | 383.15 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK | | Total Mileage Owned. | New Line Constructed During Year and Acquired. | RAILS. | |
|---|-----------------------------------|---------------------|----------------------|--|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| | | | | | | |
| Minnesota..... | 377.85 | 2.61 | 380.46 | 230.23 | ..... | 380.46 |
| Wisconsin..... | 82.46 | ..... | 82.46 | 10.86 | ..... | 82.46 |
| Total mileage owned (single track)..... | 410.81 | 2.61 | 412.92 | 240.59 | ..... | 412.92 |

REMARKS—50.77 miles leased to Great Northern Ry. Co. as shown on page 58.

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year and Acquired. | RAILS. | |
|--------------------------------------|------------------------------------|---------------------|-------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|--|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 318.08 | 2.61 | ..... | ..... | ..... | 111.96 | 482.65 | 170.60 | ..... | 330.69 |
| Miles of yard track and sidings..... | 50.94 | .74 | ..... | ..... | ..... | ..... | 51.68 | 23.55 | 22 | 51.46 |
| Total mileage operated (all tracks). | 369.02 | 3.35 | ..... | ..... | ..... | 111.96 | 484.33 | 194.15 | 22 | 372.15 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|--------|------|-------|-------|-------|--------|--------|--------|-------|--------|
| STATE OF MINNESOTA— | | | | | | | | | | |
| Minnesota..... | 318.08 | 2.61 | ..... | ..... | ..... | 111.96 | 482.65 | 170.60 | ..... | 330.69 |
| Total mileage operated (single track). | 318.08 | 2.61 | ..... | ..... | ..... | 111.96 | 482.65 | 170.60 | ..... | 330.69 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota..... | 377.85 | 2.61 | 380.46 | 230.23 | | 380.46 |
| Total mileage owned (single track)..... | 377.85 | 2.61 | 380.46 | 230.23 | | 380.46 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|-----------|--------------------------|--|----------------------------|---------|---|
| KIND. | Tons. | Weight Per Yard, Pounds. | Av. Price Per Ton at Distributing Point. | KIND. | Number. | Av. Price at Distributing Point, Cents. |
| Steel | 1,310.159 | 75 | \$18.58 | Hard wood..... | 1,920 | \$0.35.50 |
| | | | | Pine, Tamarac and Cedar | 50,267 | 23.44 |
| | | | | Others..... | 2,170 | 30.80 |
| Total.. | 1,310.159 | 75 | \$18.58 | Total..... | 54,357 | \$0.24.16 |

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | Wood, Cords, Hard. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|-------------------------|--------------------|----------------------------|------------|-----------------------------------|
| Passenger..... | 9,778 | 228 | 9,990 | 363,120 | 54.69 |
| Freight..... | 61,588 | 631 | 62,008.66 | 1,135,590 | 109.21 |
| Switching..... | 8,133 | 54 | 8,169 | 233,420 | 69.99 |
| Construction *..... | | | | | |
| Total..... | 79,499 | 913 | 80,107.66 | 1,732,130 | 92.50 |
| Average cost at distributing point.. | \$2.08 | \$1.87 | \$2.10 | | |

* Included with freight. See note page.

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EXPLANATORY REMARKS.

Cannot give consumption of fuel by locomotives for the State of Minnesota, therefore report for entire line is given.

Fuel consumed by locomotives in construction train service is included with that for freight, as engines of that class were used temporarily for construction work, but no record was kept of the fuel consumed while the engines were so diverted.

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------|------------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling..... | | 1 | | | | | | 1 |
| Falling from trains and engines | 1 | 1 | | | | 1 | 1 | 2 |
| Collisions..... | | | | | 2 | | 2 | |
| Deraillments..... | | | | | 2 | | 2 | |
| Other causes..... | | 2 | | | 4 | 6 | 4 | 8 |
| Total..... | 1 | 4 | | | 8 | 7 | 9 | 11 |

| KIND OF ACCIDENT. | OTHERS. | | | | | | | |
|-------------------|-------------|---------|--------------|---------|---------------------|---------|---------|---------|
| | PASSENGERS. | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Deraillments..... | | | | | 2 | 1 | 2 | 1 |
| Other causes..... | | 1 | 4 | | 1 | 1 | 5 | 1 |
| Total..... | | 1 | 4 | | 3 | 2 | 7 | 2 |

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EXPLANATORY REMARKS.

Other Causes—Trainmen Injured—July 29, J. Harden, brakeman, Ball Club Siding, standing on step, had leg caught and broken by stump. Oct. 14, Geo. De Walt, fireman, New Duluth, jumped to avoid collision, concussion of the brain.

Other Employees Killed—Aug. 9, J. Brennan, laborer, Sandstone, derrick guy broke, striking and killing him. Oct. 24, P. Coco, laborer, bridge 52, fell into Nett River and was drowned. April 22, Carl Strand, laborer, Carlton, buried in sand slide. April 22, Geo. White, laborer, Carlton, buried in sand slide.

Other Employees Injured—July 21, C. Weisel, laborer, Nickerson, hit by lump of coal, breaking two teeth. Sept. 14, J. Houtola, laborer, Catlin, fell down bank, breaking several ribs. Sept. 6, B. Olson, laborer, Bruno, fell from hand car, dislocating hip and bruising face. Sept. 15, R. Kelly, carpenter, Swan River, fell from scaffolding, breaking right foot. March 10, C. T. McNelis, sec. foreman, Sandstone, struck by engine, head cut and leg broken. Jan. 17, P. S. Muenchill, towerman, Carlton, caught finger in interlocking switch, cutting it off.

Passengers Injured—June 19, D. J. Lesimery, Grand Rapids, attempted to board moving train, fell and caught between platform and car.

Trespassers Killed—July 20, Jas. Sky, Ball Club Siding, sat upon track and was struck by train. Nov. 29, L. Anderson, Cass Lake, body found outside of track, near depot. Sept. 18, H. Peterson, Fleetwood, found dead upon track. June 25, A. Strom, Sandstone, found dead upon track.

Not Trespassers Killed—Jan. 11, O. A. Gibson, Sandstone, jumped from train, struck ice chute, died from injuries.

Not Trespassers Injured—Dec. 5, C. Sanders, bridge 18, attempted to board moving train, slipped and had foot cut off.

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Cannot give this.

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. | ITEM. | Number. | Height of Lowest Above Surface of Rail. Ft. In. |
|----------------|---------|-------------------------|-----------------------|-----------------------|-----------------------------|---------|---|
| Bridges— | | | | | Overhead Highway Crossings— | | |
| Iron | 16 | 3,129 | 48 | 465 | Bridges | 3 | 22 |
| Wooden | 6 | 703 | 25 | 270 | Conduits | | |
| Total | 22 | 3,832 | | | Trestles | | |
| Trestles | 96 | 21,128 | 14 | 2,446 | Total | 3 | |
| | | | | | Overhead Railway Crossings— | | |
| | | | | | Trestles | 1 | 206 |
| | | | | | Total | 1 | |

Gauge of track, 4 feet 8½ inches. 380.46 miles.

TELEGRAPH.

Owned by Company Making this Report.

| Miles of Line. | Miles of Wire. | OPERATED BY THIS COMPANY. | | OPERATED BY ANOTHER COMPANY. | | |
|----------------|----------------|---------------------------|----------------|------------------------------|--------------------------|--|
| | | Miles of Line. | Miles of Wire. | Miles of Line. | Miles of Wire. | Name of Operating Company. |
| 327.09 | 631.77 | 206.27 | 292.98 | 66.82 | 208.01 69.97 60.82 | Jointly with W. U. Tel. Co. Great Northern Ry. Co. Jointly with G. N. Ry. & W. U. Tel. Co. |

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CAR MILEAGE.

Statements Showing Amounts Paid to Different Private Car Companies During
Year Ending June 30, 1899.

| NAME OF OWNER. | Class. | RATE, CENTS. | | | Total. |
|-------------------------------------|-----------------------------|--------------|----------|------------|------------|
| | | 6-10 | 8-4 | 1 | |
| American Refrigerator Transit Co. | Refrigerator | | \$0.69 | | \$0.69 |
| Armour Car Lines. | Box, Stock and Refrigerator | \$2.07 | 72.07 | 41.98 | 116.12 |
| American Cereal Co. Despatch. | Box | 6.94 | | | 6.94 |
| Arms Palace Horse Car Co. | Stock | 5.83 | | | 5.83 |
| Brill, J. G. & Co. | Box | 1.26 | | | 1.26 |
| Barrett & Barrett Refrigerator Line | Refrigerator | | .68 | | .68 |
| California Fruit Transportation Co. | Refrigerator | | 17.49 | | 17.49 |
| Cudahy Refrigerator Line | Refrigerator | | | 18.04 | 18.04 |
| Chicago, N. Y. & Boston Refgr. Co. | Refrigerator | | 5.06 | | 5.06 |
| Canda Cattle Car Co. | Stock | 265.11 | | | 265.11 |
| Commerce Despatch Line | Box | 11.53 | | | 11.53 |
| Continental Fruit Express | Refrigerator | | 8.87 | | 8.87 |
| Cedar Rapids Refgr. Express | Refrigerator | | | .50 | .50 |
| Chicago Refrigerator Car Line | Refrigerator | | 2.58 | | 2.53 |
| Dold Packing Co. | Refrigerator | | | 17.65 | 17.65 |
| Hammond Refrigerator Line | Refrigerator | | | 112.78 | 112.78 |
| Kansas City Refrigerator Car Co. | Refrigerator | | 7.29 | | 7.29 |
| Kansas City Dressed Beef Line | Refrigerator | | | 862.92 | 862.92 |
| Minneapolis Stock Yds. & Prov. Co. | Refrigerator | | 7.48 | | 7.48 |
| North & South Rolling Stock Co. | Box | 1.47 | | | 1.47 |
| National Rolling Stock Co. | Box | 6.85 | | | 6.85 |
| National Linseed Oil Co. | Tank | 5.15 | | | 5.15 |
| Omaha Packing Co. | Refrigerator | | 28.21 | | 28.21 |
| Provision Dealers' Despatch | Refrigerator | | 2.42 | | 2.42 |
| Pullman Palace Car Co. | Flat | 2.06 | | | 2.06 |
| Swift Refrigerator Line | Refrigerator | | | 292.27 | 292.27 |
| St. Louis Refrigerator Car Co. | Refrigerator | | | 34.54 | 34.54 |
| Shippers' Refrigerator Car Co. | Refrigerator | | 8.56 | | 8.56 |
| Santa Fe Refrigerator Line | Refrigerator | | 7.17 | | 7.17 |
| St. Charles Refrigerator Despatch | Refrigerator | | | .29 | .29 |
| Street's Western Stable Car Line | Stock | 57.05 | | | 57.05 |
| Union Refrigerator Transit Co. | Refgr. and Box | | | 185.09 | 185.09 |
| Union Tank Line | Tank | | 124.98 | | 124.98 |
| Venice Transportation Co. | Box | 5.67 | | | 5.67 |
| Western Refrigerator Line | Refrigerator | | 32.52 | | 32.52 |
| Western Refrigerator Transit Co. | Refrigerator | | 1.79 | | 1.79 |
| Lewis Roofing Co. | Box | .41 | | | .41 |
| Total | | \$370.90 | \$317.75 | \$1,066.04 | \$1,754.69 |

Great Northern Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Great Northern Railway Company.

2. Date of organization? March 1, 1856.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota. Acts of March 1, 1856; Feb. 23, 1857; Feb. 28, 1865; March 5, 1869; March 6, 1869; March 2, 1870; March 11, 1879; March 7, 1881; March 10, 1885.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|----------------------|------------------------|-----------------------------|
| James J. Hill..... | St. Paul, Minn..... | Oct. 10, 1899 |
| W. P. Clough..... | St. Paul, Minn..... | Oct. 10, 1899 |
| Samuel Hill..... | Minneapolis, Minn..... | Oct. 10, 1899 |
| J. Kennedy Tod..... | New York, N. Y..... | Oct. 14, 1900 |
| Edward Sawyer..... | St. Paul, Minn..... | Oct. 14, 1900 |
| M. D. Grover..... | St. Paul, Minn..... | Oct. 14, 1900 |
| Jacob H. Scheff..... | New York, N. Y..... | Oct. 19, 1901 |
| Henry W. Cannon..... | New York, N. Y..... | Oct. 19, 1901 |
| James N. Hill..... | St. Paul, Minn..... | Oct. 19, 1901 |

Total number of stockholders at date of last election? 470.

Date of last meeting of stockholders for election of directors? Oct. 19, 1898.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Robt. I. Farrington, Comptroller, St. Paul, Minn.

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OFFICERS.

| Title. | Name. | Location of Office. |
|-------------------------------|------------------------|---------------------|
| President..... | James J. Hill..... | St. Paul, Minn. |
| First vice-president..... | W. P. Clough..... | St. Paul, Minn. |
| Second vice-president..... | D. Miller..... | St. Paul, Minn. |
| Third vice president..... | James N. Hill..... | St. Paul, Minn. |
| Secretary and asst. treas.. | E. T. Nichols..... | New York, N. Y. |
| Treasurer and asst. sec.... | E. Sawyer..... | St. Paul, Minn. |
| General solicitor..... | M. D. Grover..... | St. Paul, Minn. |
| Comptroller..... | Robt. I. Farrington... | St. Paul, Minn. |
| General auditor..... | J. L. Cramer..... | St. Paul, Minn. |
| Chief engineer..... | Jno. F. Stevens..... | St. Paul, Minn. |
| General superintendent.... | F. E. Ward..... | St. Paul, Minn. |
| Asst. gen. supt. East. dist.. | J. M. Gruber..... | St. Paul, Minn. |
| Asst. gen. supt. West. dist.. | C. Shields..... | Spokane, Wash. |
| Division superintendent.... | P. L. Clarity..... | Minneapolis, Minn. |
| Division superintendent.... | R. W. Bryan..... | Melrose, Minn. |
| Division superintendent.... | L. B. Allen..... | Willmar, Minn. |
| Division superintendent.... | J. M. Davis..... | Breckenridge, Minn. |
| Division superintendent.... | C. A. Jenks..... | Grand Forks, N. D. |
| Division superintendent.... | E. A. Denkin..... | Larimore, N. D. |
| Division superintendent.... | W. T. Tyler..... | Havre, Mont. |
| Division superintendent.... | P. F. Connelly..... | Kalispell, Mont. |
| Division superintendent.... | H. E. Byram..... | Everett, Wash. |
| Traffic manager..... | F. B. Clarke..... | St. Paul, Minn. |
| General freight agent. | Geo. O. Somers..... | St. Paul, Minn. |
| Asst. gen. freight agent.... | W. H. Hill..... | St. Paul, Minn. |
| General passenger agent.... | F. I. Whitney..... | St. Paul, Minn. |
| Asst. gen. pass. agent..... | T. B. Lynch..... | St. Paul, Minn. |
| General ticket agent..... | F. I. Whitney..... | St. Paul, Minn. |
| Asst. general ticket agent.. | T. B. Lynch..... | St. Paul, Minn. |
| General baggage agent..... | S. A. Smart..... | St. Paul, Minn. |
| Asst. land commissioner ... | C. H. Babcock..... | St. Paul, Minn. |
| Supt. of Telegraph..... | E. J. Little..... | St. Paul, Minn. |

(Page 9 A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named. | Miles of Line for Each Class of Roads Named. |
|---|-------------------------|-----------------------------|------------------------------------|--|
| | From. | To. | | |
| B. St. Paul, Minneapolis & Manitoba Ry. Co..... | St. Paul, Minn..... | St. Vincent via Barnesville | 888.27 | |
| | St. Vincent Jct. switch | Boundary line | 2.82 | |
| | State Fair Ground spr | End track via old d'p't | 2.12 | |
| | Elk River, Minn..... | Milaca, Minn. | 64 | |
| | Osseo Jct..... | St. Cloud incl'd g n. Y | 31.90 | |
| | Willmar Jct..... | Hinckley | 68.88 | |
| | E. St. Cloud..... | Sauk Rapids | 122.08 | |
| | N. St. Cloud branch | | 2.14 | |
| | Sauk Centre..... | Park Rapids | 2.58 | |
| | Evansville..... | Tintah | 90.96 | |
| | Fergus Falls..... | Pelican Rapids | 82.08 | |
| | Shirley..... | St. Hilaire | 21.65 | |
| | Red Lake Falls..... | Thief River Falls | 21.55 | |
| | East Minneapolis..... | N. Dakota state line | 17.72 | |
| | Hutchinson Jct..... | Hutchinson | 205.79 | |
| | Minnetonka..... | North Shore | 59.18 | |
| | Benson..... | So. Dakota state line | 5.96 | |
| | Morris..... | Brown's Valley | 45.92 | |
| | Yarmouth..... | N. Dakota state line | 46.68 | |
| | N. Dakota state line. | Moorhead | 9.18 | |
| | Moorehead Jct..... | Carman | 86.89 | |
| | Barnville Jct..... | N. Dakota state line | 66.59 | |
| | N. Dakota state line. | Halstad | 22.79 | |
| | Carman..... | Fosston | 55 | |
| | Crookston Jct..... | N. Dakota state line | 46.08 | |
| | | | 23.54 | |
| | | | | 1,868.96 |
| B. Park Rapids & Leech Lake Ry..... | Park Rapids..... | Cass Lake..... | | 49.04 |
| B. Eastern Ry. of Minn..... | Fosston..... | Cass Lake..... | | 59.77 |
| Total..... | | | | 1,472.17 |

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PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|---|---|--|------------------------------------|--|
| | From. | To. | | |
| 2. Seattle & Montana R. R..... | Seattle, Washington. | New Westminster... | 148.10 | ..... |
| | F. & S. Jet..... | Sedro, Wash..... | 8.60 | ..... |
| | Sedro..... | Coal Mines..... | 7.40 | ..... |
| 3. St. Paul, Minneapolis & Manitoba Ry..... | St. Paul, Minn..... | St. Vincent, via Barnesville. | 388.27 | 159.10 |
| | St. Vincent switch..... | Boundary line..... | 2.62 | ..... |
| | St. Vincent switch..... | End of tr'k, via old depot | 2.12 | ..... |
| | St. Fr. Grounds spur..... | | .64 | ..... |
| | Elk River, Minn..... | Milaca, Minn..... | 31.80 | ..... |
| | Osseo Jet., Minn..... | St. Cloud, incl'g north Y. | 63.33 | ..... |
| | Willmar Jet., Minn..... | Hinckley, Minn..... | 122.93 | ..... |
| | E. St. Cloud, Minn..... | Sauk Rapids, Minn..... | 2.14 | ..... |
| | N. St. Cloud branch..... | | 2.53 | ..... |
| | Sauk Centre, Minn..... | Park Rapids, Minn..... | 90.96 | ..... |
| | Evansville, Minn..... | Pintah, Minn..... | 32.03 | ..... |
| | Fergus Falls, Minn..... | Pelican Rapids, Minn..... | 21.65 | ..... |
| | Shirley, Minn..... | St. Hilaire, Minn..... | 21.55 | ..... |
| | Red Lake Falls, Minn..... | Thief River Falls..... | 17.72 | ..... |
| | Minneapolis Jet. Minn..... | Larimore, via Portland. | 340.24 | ..... |
| | Hutchinson Jet. Minn..... | Hutchinson, Minn..... | 53.13 | ..... |
| | Minnetonka, N. Shore..... | | 5.93 | ..... |
| | Denson, Minn..... | Watertown, S. D..... | 91.62 | ..... |
| | Morris, Minn..... | Brown's Valley, Minn..... | 46.68 | ..... |
| | Yarmouth, Minn..... | Ellendale, N. D..... | 104.32 | ..... |
| | Rutland Jet. N. D..... | Aberdeen, S. D..... | 64.00 | ..... |
| | Walperton, N. D..... | Moorhead, Minn..... | 42.91 | ..... |
| | Moorhead Jet., Minn..... | Carman, Minn..... | 66.59 | ..... |
| | Addison W., N. D..... | | 11.78 | ..... |
| | Casselton Jet., N. D..... | Portland Jet., via Mayville. | 47.03 | ..... |
| | Ripon, N. D..... | Aneta, N. D..... | 57.57 | ..... |
| | Barnesville Jet. Minn..... | G. Forks Jet., N. D..... | 98.14 | ..... |
| | Alton, N. D..... | Halstad, N. D..... | 10.88 | ..... |
| | Grand Forks, N. D..... | Boundary line, N. D..... | 80.94 | ..... |
| | Grafton, N. D..... | Walhalla, N. D..... | 47.84 | ..... |
| | Carman, Minn..... | Fosston, Minn..... | 46.08 | ..... |
| | Crookston Jet. Minn..... | S. side Sun River, M. | 779.37 | ..... |
| | Park River, N. D..... | Hannah, N. D..... | 94.94 | ..... |
| | Rugby Jet., N. D..... | Bottineau, N. D..... | 38.66 | ..... |
| | Churches Ferry, N. D..... | St. Johns, N. D..... | 55.21 | ..... |
| | Johnstown Jet., Mon. | Jet. with Sand Coulee branch at G. Falls, Montana..... | 3.10 | ..... |
| | Westside branch from Gt. Falls, Montana.. | Gt. Falls, Montana.. | 5.04 | ..... |
| | Pacific Jet., Montana | Montana smelter.... | 5.33 | ..... |
| | Jet. with S. & S. Ry. at Spokane, Wash.. | E. Spokane Jet..... | 511.40 | ..... |
| | | Jet. with E. & M. C. at Lowell, W. via switchback..... | 307.60 | ..... |
| Park Rapids & Leech Lake Ry..... | Park Rapids, Minn.... | Cass Lake, Minn.... | 49.04 | ..... |
| Eastern Ry. of Minnesota.... | Fosston, Minn..... | Cass Lake, Minn.... | 50.77 | ..... |
| 5. Oregon R. R. & Nav. Co..... | E. Spokane, Wash.... | Jet. with tracks of Spokane U. Dep't co | 84 | 3,924.93 |
| Spokane Union Depot Co.... | Oregon R.R. & Nav. Co. | Jet. with Spokane & Seattle Ry..... | 2.56 | ..... |
| Spokane & Seattle Ry..... | Spokane U. Dep't Co. | Connect'n with G. N. Ry. W. of Spokane | 1.40 | ..... |
| Everett & Monte Cristo Ry.. | Lowell, Wash..... | Jet. with E. & M. C. Ry. Everett, Wash.. | 5.25 | 10.05 |
| Total mileage operated.... | | | | 4,094.08 |

(Page 11.)

PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of which Affect the General Balance Sheet—Pages 49 and 51.

| NAME. | Character of Business. | Title. (Owned, Leased, etc.) | State or Territory. |
|------------------------|---|---------------------------------|---------------------|
| Elevator B..... | Handling grain in transit over line.... | Owned..... | Minnesota. |
| Elevators 1 and 2..... | Handling grain in transit over line.... | Owned..... | Minnesota. |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|--------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|----------------|
| | | | | | Rate. | Amount. |
| Capital stock..... | 900,000 | \$100.00 | \$90,000,000 | \$89,226,610 | *..... | \$3,851,088.76 |
| Total..... | 900,000 | \$100.00 | \$90,000,000 | \$89,226,610 | ..... | \$3,851,088.76 |

See note page 16.

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|---|--------------------------------------|---|---|----------------------|
| Issued for all cash..... | 398,576 | \$39,857,610 | 448,576.10 | \$44,857,610 |
| Issued in exchange, preferred, for 194,962 shares of the stock of the St. P., M. & M. Ry. Co..... | 248,690 | ..... | 248,690.00 | *..... |
| Issued for one half cash and one half properties, and securities transferred to this company by the St. P. M. & M. Ry. Co., as explained in reports of previous year..... | ..... | ..... | 200,000.00 | †10,000,000 |
| Total..... | 642,266 | \$39,857,610 | 892,266.10 | \$54,857,610 |

REMARKS.—*For 194,962 shares St. P., M. & M. Ry. stock. †And \$10,000,000 in properties and securities.

(Page 16.)

EXPLANATORY REMARKS.

Dividends have been paid on Capital Stock as follows:

| | |
|--|----------------|
| Aug. 1, 1898, \$25,000,000 @ $\frac{1}{4}$ per cent..... | \$375,000.00 |
| Nov. 1, 1898, 50,000,000 @ $\frac{1}{4}$ per cent..... | 875,000.00 |
| Feb. 1, 1899, 74,261,500 @ $\frac{1}{4}$ per cent..... | 1,239,576.28 |
| May 1, 1899, 74,969,000 @ $\frac{1}{4}$ per cent..... | 1,301,457.50 |
| Total..... | \$3,851,088.76 |

(Page 16.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------|----------------|---------------|-----------------------------|-----------------|---------------------|---------------------------------|----------------|---------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate Per Cent. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| Collateral trust bonds..... | Sept. 1, 1892 | Sept. 1, 1902 | \$15,000,000.00 | \$15,000,000.00 | \$36,000.00 | \$10,834,536.26 | 4 { | Sept. 1.. { | \$81,211.52 | \$283,231.52 |
| Grand total..... | ..... | ..... | \$15,000,000.00 | \$15,000,000.00 | \$36,000.00 | \$10,834,536.26 | ..... | ..... | \$81,211.52 | \$283,231.52 |

(Page 18.)

EXPLANATORY REMARKS.

The entire issue of the company's collateral trust bonds was called for redemption on Sept. 1, 1898, and interest ceased to accrue upon that date.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|-----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued during Year. | Amount Paid during Year. |
| Mortgage bonds—page 19..... | | | | |
| Miscellaneous obligations—page 19..... | | | | |
| Income bonds—page 19..... | \$15,000,000.00 | \$36,000.00 | \$81,211.52 | \$283,231.52 |
| Equipment trust obligations—page 21..... | | | | |
| Total..... | \$15,000,000.00 | \$36,000.00 | \$81,211.52 | \$283,231.52 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1890. | |
|---|-----------------|---|-----------------|
| Cash..... | \$8,362,213.19 | Audited vouchers and accounts..... | \$1,228,601.07 |
| Bills receivable..... | 2,131,464.21 | Wages and salaries..... | 942,177.00 |
| Due from agents..... | 820,554.35 | Net traffic balances due to other companies..... | 155,774.99 |
| Due from solvent companies and individuals..... | 600,988.22 | Dividends not called for..... | 89.14 |
| Other cash assets (excluding materials and supplies)*..... | 3,000.00 | Rents due July 1..... | 1,210,304.00 |
| Total cash and current assets..... | \$11,927,169.97 | Miscellaneous..... | 705,091.57 |
| | | Total current liabilities..... | \$4,242,127.77 |
| | | Balance cash assets..... | 7,685,042.20 |
| Total..... | \$11,927,169.97 | Total..... | \$11,927,169.97 |

* Materials and supplies on hand, \$1,398,884.05. (See general balance sheet, page 49.)

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RECAPITULATION.

For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|-------------------------|-----------------------------|---------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$89,222,610.00 | ..... | \$89,222,610.00 | ..... | ..... |
| Bonds—page 19 (grand total)..... | 88,000.00 | ..... | 88,000.00 | ..... | ..... |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | \$89,232,610.00 | ..... | \$89,232,610.00 | ..... | ..... |

(Page 27.) COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | EXPENDITURES DURING YEAR. | | | Total Cost to June 30, 1898.* | Total Cost to June 30, 1899.* | Cost per Mile. |
|-------------------------------------|---------------------------------|-------------------------------------|---------------------------------------|-------------------------------|-------------------------------|----------------|
| | Included in Operating Expenses. | Not Included in Operating Expenses. | Charged to Construction or Equipment. | | | |
| CONSTRUCTION— | | | | | | |
| | | | | | | |
| Right of way and station grounds. | | \$9,535.30 | | \$486.06 | \$10,018.35 | |
| Real estate. | | 108.98 | | 1,584.80 | 1,693.78 | |
| Grading and masonry. | | 98,486.45 | | 186,916.57 | 285,402.02 | |
| Tunnels. | | 600,000.00 | | 750,000.00 | 1,350,000.00 | |
| Bridges, trestles and culverts. | | 166,481.70 | | 57,983.50 | 224,465.20 | |
| Ties. | | 85,738.13 | | | 85,738.13 | |
| Rails. | | 98,436.61 | | | 98,436.61 | |
| Track fastenings. | | 18,571.00 | | 641.85 | 19,212.85 | |
| Frogs and switches. | | 2,235.08 | | | | |
| Ballast. | | 392,388.52 | | | | |
| New side tracks. | | | | 41,573.08 | 373,961.60 | |
| Track laying and surfacing. | | 44,725.56 | | 57,628.47 | 102,354.03 | |
| Fencing right of way. | | 53,101.44 | | | 53,101.44 | |
| Snow fences and snow sheds. | | | | 47,671.75 | 80,773.19 | |
| Crossings, cattle guards and signs. | | 45.91 | | 19,459.74 | 19,505.65 | |
| New cribbing and bulkheading. | | | | | | |
| Interlocking or signal apparatus. | | | | 1,768.62 | 1,768.62 | |
| Telegraph lines. | | 5.25 | | | 5.25 | |
| Station buildings and fixtures. | | 39,959.22 | | 273.55 | 40,232.77 | |
| Shops, roundhouses and turntables. | | 27,506.35 | | 20,627.36 | 48,133.71 | |
| Shop machinery and tools. | | 127.61 | | 19,588.13 | 19,715.74 | |
| Water stations. | | 7,297.97 | | 1,380.07 | 8,678.04 | |
| Fuel stations. | | 4,829.98 | | | | |
| Coal bunkers and stockyards. | | | | 131,918.48 | 144,016.13 | |
| Storage warehouses. | | 507.48 | | 3,589.35 | 4,096.83 | |
| Docks and wharves. | | 62.69 | | | 62.69 | |
| Miscellaneous structures. | | 17,420.87 | | 885.47 | 18,306.34 | |
| | | | | 719.16 | | |
| Total construction. | | \$1,526,555.57 | | \$1,312,572.85 | \$2,839,108.42 | |

*Additions and improvements made by Great Northern Ry. to property leased from St. P., M. & M. Ry. and paid for from fund for permanent improvements and renewals.

(Page 22.) COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS—Continued.

| ITEM. | Expended During Year and Charged to Cost of Equipment. | Total Cost of Equipment June 30, 1898. | Total Cost of Equipment June 30, 1899. | Expended During Year and Charged to Fund for Permanent Improvements and Renewals. | Cost of Additions and Im- provements made by Great Northern Ry. to Property Leased from St. P. M. & M. Ry. and paid for from Fund for Permanent Improve- ments and Renewals. | |
|--|--|--|--|---|--|----------------|
| | | | | | June 30, 1898. | June 30, 1899. |
| EQUIPMENT— | | | | | | |
| Locomotives..... | \$208,841.95 | \$1,009,977.24 | \$1,278,819.09 | \$12,884.59 | ..... | \$12,884.59 |
| Passenger cars..... | 12,807.21 | 20,363.97 | 38,171.18 | ..... | ..... | ..... |
| Sleeping parlor and dining cars..... | ..... | 816,402.29 | 816,402.29 | *8.88 | ..... | *8.88 |
| Baggage, express and postal cars..... | 70.00 | 81,841.39 | 81,911.39 | ..... | ..... | ..... |
| Freight cars..... | 56,237.88 | 1,806,913.36 | 1,862,150.73 | 49,866.75 | \$172,836.21 | 216,700.96 |
| Other cars of all classes..... | 22,303.55 | 515,867.91 | 537,671.46 | 1,104.83 | 4,126.00 | 5,233.83 |
| Total equipment..... | \$300,259.99 | \$3,809,806.15 | \$4,110,126.14 | \$57,855.79 | \$176,960.21 | \$234,816.00 |
| Total construction—page 27..... | ..... | ..... | ..... | 1,529,535.57 | 1,812,672.85 | 2,839,108.42 |
| Grand total cost construction, equipment, etc..... | \$300,259.99 | \$3,809,806.15 | \$4,110,126.14 | \$1,584,391.36 | \$1,489,638.06 | \$3,073,924.42 |

*Deduct.

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|-----------------|-----------------|
| Gross earnings from operation—page 35..... | \$19,111,296.15 | |
| Less operating expenses—page 45..... | 9,896,647.55 | |
| Income from operation..... | | \$9,714,648.60 |
| Dividends on stocks owned—page 37..... | \$2,134,620.00 | |
| Interest on bonds owned—page 39..... | 105,017.49 | |
| Miscellaneous income, less expenses—page 41..... | 880,705.47 | |
| Income from other sources..... | | 2,620,342.96 |
| Total income..... | | \$12,334,991.56 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$81,211.52 | |
| Rents paid for lease of road—page 47, A..... | 4,056,612.82 | |
| Taxes..... | 758,941.50 | |
| Other deductions (see note 1, page 39)..... | 1,800,000.00 | |
| Total deductions from income..... | | 6,696,765.84 |
| Net income..... | | \$5,638,225.72 |
| Dividends, 1½ and 1¼ per cent, stock—page 17 (see note on page 16) | \$3,851,083.76 | |
| Total..... | | 3,851,083.76 |
| Surplus from operations of year ending June 30, 1899..... | | \$1,787,191.96 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report) | | 530,650.01 |
| Surplus on June 30, 1899 (for entry on "general balance sheet," page 51)..... | | \$2,317,841.97 |

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EXPLANATORY REMARKS.

NOTE 1—The amount shown in "other deductions" represents the amounts transferred to the "fund for permanent improvements and renewals" and "fund for construction of Cascade tunnel, etc."

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| | PASSENGER. | Actual Earnings. |
|--|------------|------------------|
| Total passenger revenue..... | | \$948,139.57 |
| Total passenger earnings..... | | 948,139.57 |
| FREIGHT. | | |
| Total freight revenue..... | | \$3,529,346.71 |
| Other items..... | | 7,075.44 |
| Total freight earnings..... | | \$3,536,422.15 |
| Total passenger and freight earnings..... | | \$4,484,561.72 |
| OTHER EARNINGS FROM OPERATION. | | |
| Switching charges—balance..... | | \$187,680.91 |
| Rents from tracks, yards and terminals—page 41..... | | 32,597.57 |
| Rents not otherwise provided for..... | | 8,894.75 |
| Total other earnings..... | | \$229,173.23 |
| Total gross earnings from operation—Minnesota..... | | \$4,713,734.96 |
| Total gross earnings from operation—Entire line..... | | 19,111,296.15 |

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EXPLANATORY REMARKS.

NOTE—This company has abandoned, as impracticable and misleading, the plan of making divisions of the earnings on interstate traffic between the states through which the system runs, and cannot therefore give figures purporting to show earnings in the state of Minnesota from such traffic.

The figures shown on the opposite page are the earnings derived from business local to the state of Minnesota.

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

| NAME. | Total Par Value. | Rate. Per Ct. | Income or Dividend Received. | Valuation. |
|---|---------------------|----------------------|------------------------------------|-----------------|
| Eastern Ry. Co. of Minnesota | \$5,000,000.00 | 10 | \$500,000.00 | \$5,000,000.00 |
| Montana Central Ry. Co. | 5,000,000.00 | 5 | 250,000.00 | 5,000,000.00 |
| Willmar & Sioux Falls Ry. Co. | 1,500,000.00 | 20 | 300,000.00 | 1,500,000.00 |
| Duluth, Watertown & Pacific Ry. Co. | 730,000.00 | | | 730,000.00 |
| Minneapolis Union Ry. Co. | 500,000.00 | 5 | 25,000.00 | 500,000.00 |
| St. Paul Union Depot Co. | 43,750.00 | 6 | 2,625.00 | 43,750.00 |
| Minnesota Transfer Ry. Co. | 7,000.00 | | | 7,000.00 |
| Lake Sup. Term. & Transfer Ry. Co. | 15,700.00 | | | 15,700.00 |
| Great Northern Ry. | 7,000.00 | $\frac{1}{2}$ yr. 7% | 245.00 | 5,600.00 |
| (See note, page 36.) | \$12,808,450.00 | | | \$12,802,050.00 |
| Other stocks owned— | | | | |
| Minneapolis Western Ry. Co. | \$250,000.00 | 10 | 25,000.00 | \$250,000.00 |
| Great Northern Ry. | 15,500.00 | 6 & 7 | 708.00 | 13,200.00 |
| Butte, Anaconda & Pacific Ry. | 490,000.00 | 6 | 29,400.00 | 490,000.00 |
| Oregon R. R. & Navigation Co. | 2,391,050.00 | 4 | 95,642.00 | 1,108,491.31 |
| Seattle & Montana R. R. | 12,499,550.00 | | | 9,999,640.00 |
| St. Paul, Minneapolis & Manitoba Co. | 19,495,200.00 | * | | 24,399,000.00 |
| Eastern Ry. of Minnesota | 7,500,000.00 | 10 | 750,000.00 | 7,500,000.00 |
| Total | \$42,641,360.00 | | \$1,978,620.00 | \$43,780,331.31 |

* See note, page 47, A.

B. Other Stocks.

| | | | | |
|--------------------------------|-----------------|----|----------------|-----------------|
| Northern Steamship Co. | \$1,500,000.00 | 10 | \$150,000.00 | \$1,500,000.00 |
| Sand Coulee Coal Co. | 250,000.00 | | | 250,000.00 |
| Climax Coal Co. | 149,000.00 | | | 149,000.00 |
| St. Paul Foundry Co. | 75,000.00 | 8 | 6,000.00 | 75,000.00 |
| Fort Benton Bridge Co. | 5,800.00 | | | 5,800.00 |
| (See note, page 36.) | \$1,979,800.00 | | | \$1,979,800.00 |
| Other stocks owned— | | | | |
| Kalispell townsite | \$5,000.00 | | | \$5,000.00 |
| Wenatchee Water Power Co. | 10,000.00 | | | 8,358.99 |
| Total | \$15,000.00 | | \$156,000.00 | \$13,358.99 |
| Grand total, A and B. | \$42,656,360.00 | | \$2,134,620.00 | \$43,743,685.30 |

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EXPLANATORY REMARKS.

Note—The following stocks were acquired from the St. P., M. & M. Ry. as subscription to capital stock of this company, same being for the benefit of St. P., M. & M. Ry. stockholders.

| | |
|----------------------|-----------------|
| Railway stocks | \$12,802,050.00 |
| Other stocks | 1,979,800.00 |

The 56 shares of St. P., M. & M. Ry. Co.'s stock shown in last year's report were exchanged for 70 shares of Gt. N. Ry. Co.'s capital stock and the stock, so acquired is shown in place of St. P., M. & M. stock.

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

| NAME. | Total Par Value. | Rate Per Ct. | Income or Interest Received. | Valuation. |
|---|------------------|--------------|------------------------------|-----------------|
| Duluth, Watertown & Pacific Ry..... | \$1,375,000.00 | | | \$1,375,000.00 |
| Minnesota Transfer Ry. Co..... | 100,000.00 | | \$1,147.87 | 100,000.00 |
| See note 1, page 39..... | \$1,484,000.00 | | | \$1,484,000.00 |
| OTHER BONDS OWNED— | | | | |
| Minnesota Transfer Ry..... | 6,000.00 | | 42.12 | 6,000.00 |
| Butte, Anaconda & Pacific Ry..... | 1,000,000.00 | 5 | 50,000.00 | 900,000.00 |
| St. P., M. & M. Ry. Pacific extension..... | \$3,000,000.00 | | | 15,000,000.00 |
| Willmar & Sioux Falls Ry..... | 21,000.00 | 5 | 1,050.00 | 21,000.00 |
| Montana Central Ry. first mortgage..... | 600,000.00 | 5 | 30,000.00 | 600,000.00 |
| Interest collected on bonds held and disposed of during the year..... | | | 19,642.50 | |
| Total..... | | | \$101,882.49 | \$16,527,000.00 |

B. Other Bonds.

| | | | | |
|---|-------------|---|--------------|-----------------|
| Hutchinson bonds..... | \$8,000.00 | 6 | \$480.00 | \$8,000.00 |
| Town of Minnesota Falls..... | 2,000.00 | 6 | 120.00 | 2,000.00 |
| Town of Sandness..... | 2,000.00 | 6 | 120.00 | 2,000.00 |
| See note 1, page 38..... | \$12,000.00 | | | \$12,000.00 |
| OTHER BONDS OWNED— | | | | |
| Town of Wadena..... | 6,000.00 | 6 | \$60.00 | 5,400.00 |
| Town of Leaf River..... | 2,000.00 | 6 | 120.00 | 1,800.00 |
| Town of Straight River..... | 1,000.00 | | | 900.00 |
| Wenatche Waterpower Co..... | 15,000.00 | | | 15,000.00 |
| Interest collected on bonds held and disposed of during the year..... | | | 1,985.00 | |
| Total..... | \$24,000.00 | | \$3,185.00 | \$23,100.00 |
| Grand total, A and B..... | | | \$105,017.49 | \$16,550,100.00 |

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EXPLANATORY REMARKS.

NOTE—The following bonds, shown on page 39, were acquired from St. P., M. & M. Ry. as subscription to the capital stock of this company, same being for the benefit of St. P., M. & M. Ry. stockholders:

| | |
|--------------------|----------------|
| Railway bonds..... | \$1,484,000.00 |
| Other bonds..... | 12,000.00 |

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|--------------------------|---|--|------------|-------------|
| Tracks | Royal City to Port Kills, B. C. | British Columbia Mills & Trading Co. | \$2,708.93 | ..... |
| Tracks | St. Paul | St. Paul U. Depot Co. | 63.00 | ..... |
| Tracks | St. Anthony Park .. | M. B. L. Ry. & T. Co. | 14.26 | ..... |
| Total | | | | \$2,786.19 |
| Terminals | St. P. & M'polis Jct. .. | Eastern Ry. of Minn. | \$2,989.08 | ..... |
| Terminals | Gt. Falls, Mont. | Montana Central Ry. | 3,600.00 | ..... |
| Terminals | St. Paul | C., B. & N. Ry. | 19,999.92 | ..... |
| Terminals | Minneapolis Jct. | C., B. & N. Ry. | 559.10 | ..... |
| Terminals | Sundry | Sundry | 6,263.28 | ..... |
| Total | | | | 33,411.38 |
| Grand total | | | | \$36,197.57 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|---|---------------|----------------|---------------------------|
| Rent of lines leased | | | \$166,317.69 |
| General interest | | | 56,493.83 |
| Rental of equipments and car service | | | 86,339.87 |
| Profit on treasury securities sold during the year .. | | | 68,152.50 |
| Miscellaneous | | | 3,401.58 |
| Total | | | \$330,705.47 |

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|----------------|
| Repairs of roadway | \$1,797,972.75 |
| Renewals of rails | 50,850.45 |
| Renewals of ties | 210,234.23 |
| Repairs and renewals of bridges and culverts | 411,407.04 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 30,959.99 |
| Repairs and renewals of buildings and fixtures | 162,350.67 |
| Repairs and renewals of docks and wharves | 1,074.77 |
| Repairs and renewals of telegraph | 23,712.77 |
| Stationery and printing | 3,316.56 |
| Total | \$2,691,879.23 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|----------------|
| Superintendence | \$43,055.65 |
| Repairs and renewals of locomotives | 537,629.11 |
| Repairs and renewals of passenger cars | 144,494.54 |
| Repairs and renewals of freight cars | 461,338.30 |
| Repairs and renewals of work cars | 65,932.47 |
| Repairs and renewals of shop machinery and tools | 17,537.03 |
| Stationery and printing | 3,522.81 |
| Other expenses | 9,782.85 |
| Total | \$1,288,292.76 |

CONDUCTING TRANSPORTATION.

| | |
|--|----------------|
| Superintendence | \$227,287.38 |
| Engine and roundhouse men | 818,145.50 |
| Fuel for locomotives | 1,452,526.31 |
| Water supply for locomotives | 61,160.01 |
| Oil, tallow and waste for locomotives | 27,631.97 |
| Other supplies for locomotives | 19,185.49 |
| Train service | 601,707.64 |
| Train supplies and expenses | 127,343.19 |
| Switchmen, flagmen and watchmen | 196,813.83 |
| Telegraph expenses | 189,818.52 |
| Station service | 392,780.85 |
| Station supplies | 34,135.34 |
| Switching charges—balance | 15,940.24 |
| Car mileage—balance | 82,230.66 |
| Hire of equipment—balance | 1,630.51 |
| Loss and damage | 99,145.82 |
| Injuries to persons | 129,003.73 |
| Clearing wrecks | 35,390.73 |
| Advertising | 41,368.35 |
| Outside agencies | 208,092.31 |
| Commissions | 39,186.59 |
| Rents for tracks, yards and terminals—page 47, B | 187,677.98 |
| Rents of buildings and other property | 4,395.76 |
| Stationery and printing | 31,396.63 |
| Other expenses | 7,568.49 |
| Total | \$5,031,443.83 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | |
|--|---------------------|
| Salaries of general officers..... | \$71,222.93 |
| Salaries of clerks and attendants..... | 133,117.03 |
| General office expenses and supplies..... | 21,722.06 |
| Insurance..... | 34,302.77 |
| Law expenses..... | 59,221.34 |
| Stationery and printing (general offices)..... | 23,870.47 |
| Other expenses..... | 47,075.13 |
| Total..... | \$390,031.73 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$2,691,579.23 |
| Maintenance of equipment..... | 1,283,292.76 |
| Conducting transportation..... | 5,081,443.83 |
| General expenses..... | 390,031.73 |
| Grand total..... | \$9,396,647.55 |
| Percentage of expenses to earnings—entire line..... | 49.17 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|--|-----------------------|
| Maintenance of way and structures..... | \$702,661.69 |
| Maintenance of equipment..... | 477,608.17 |
| Conducting transportation..... | 1,973,285.24 |
| General expenses..... | 143,610.13 |
| Total..... | \$3,297,465.23 |

(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|---|-------------------------------|--------------------------------|--------------|-----------------------|
| St. Paul, Mpls. & Man. Ry..... | \$3,505,045.68 | \$1,200,000.00 | \$6,686.47 | \$4,711,732.15 |
| Seattle & Montana Ry. (Aug., 1898)..... | | | 6,250.00 | 6,250.00 |
| Spokane & Seattle Ry..... | | | 14,400.00 | 14,400.00 |
| Oregon R. R. & Nav. Co..... | | | 750.00 | 750.00 |
| East'n Ry. of Minn. (from Sep. 25, '98)..... | | | 92,000.00 | 92,000.00 |
| P. R. & L. L. Ry. (from May 1, '99)..... | | | 10,166.67 | 10,166.67 |
| | \$3,505,045.68 | \$1,200,000.00 | \$130,253.14 | \$4,835,298.8 |
| Less amount received by the Great Northern Ry. Co. as dividends paid and accrued on stock of the St. P. M. & M. Ry., obtained by it in exchange for stock of Great Northern Ry. Co..... | | \$778,686.00 | | \$778,686.00 |
| Total rents—A..... | \$3,505,045.68 | \$421,314.00 | | \$4,056,612.82 |

B. Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|----------------------------|-----------------------------------|---|-------------|---------------------|
| Tracks..... | Lowell to Everett Jct., Wash..... | Everett & Monte C. Ry.. | \$9,107.00 | |
| Total..... | | | | \$9,107.00 |
| Terminals..... | Minneapolis, Minn. .. | Minneapolis Union Ry.. | \$69,947.05 | |
| Terminals..... | Minnesota Transfer.. | Minnesota Transfer Ry.. | 37,659.69 | |
| Terminals..... | St. Paul, Minn..... | St. Paul Union Depot Co. | 18,601.43 | |
| Terminals..... | Spokane, Wash..... | Spokane Union Depot Co. | 46,429.28 | |
| Terminals..... | Seattle, Wash..... | Arlington Dock Co..... | 3,579.53 | |
| Terminals..... | Seattle, Wash..... | Seattle & Internat'l Ry.. | 2,354.00 | |
| Total..... | | | | 178,570.98 |
| Grand total, B..... | | | | \$187,677.98 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 40.)

| JUNE 30, 1888. | | ASSETS. | JUNE 30, 1889. | | YEAR ENDING JUNE 30, 1889. | |
|-----------------|-----------------|---|-----------------|------------------|----------------------------|-------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$15,274,417.81 | | Cost of properties and securities..... | \$15,214,159.99 | | | \$80,257.82 |
| 8,809,896.15 | | Cost of equipment—page 29..... | 4,110,126.14 | | \$300,259.99 | |
| 1,859,891.31 | | Stocks owned—page 37..... | 48,743,085.80 | | 41,884,233.99 | |
| 17,103,000.00 | | Bonds owned—page 29..... | 16,550,100.00 | | | 552,900.00 |
| 8,169,453.04 | | Other permanent investments..... | 5,120,206.78 | | 1,950,233.74 | |
| 8,181,437.26 | | Advances, account construction..... | 8,056,886.86 | | | 125,030.40 |
| | | Lands owned..... | | | | |
| 1,489,533.06 | | Cost of additions and improvements made by Gt. N. Ry. to property of St. P., M. & M. Ry. and paid for from funds for permanent improvements and renewals..... | 3,073,924.42 | | 1,584,391.86 | |
| 4,485,056.11 | | Cash and current assets—page 23..... | 11,927,109.97 | | 7,442,113.86 | |
| | | OTHER ASSETS— | | | | |
| 1,181,993.40 | | Materials and supplies..... | 1,998,824.05 | | 186,840.65 | |
| | | Advances in current account to proprietary companies..... | 537,847.70 | | 337,847.70 | |
| | | Advanced charges..... | 19,230.00 | | 19,236.00 | |
| | | Grand total..... | | \$104,521,077.21 | \$52,997,029.07 | |
| | \$51,554,048.14 | | | | | |

(Page 51.)

COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | LIABILITIES. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|-----------------|---|-----------------|------------------|----------------------------|-----------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$25,000,000.00 | | Capital stock—page 17 | \$89,236,610.00 | | \$84,226,610.00 | \$14,964,000.00 |
| 15,000,000.00 | | Funded debt—page 23 | 36,000.00 | | | 200,000.00 |
| 2,880,736.01 | | Current liabilities—page 23 | 4,242,127.77 | | 1,411,991.76 | |
| 200,000.00 | | Accrued interest on funded debt not yet payable | | | | |
| 314,799.74 | | Accrued taxes not yet payable | 387,473.27 | | 72,673.53 | |
| 408,116.67 | | Accrued rentals and improvements (net) | 208,164.67 | | | 194,952.00 |
| 1,489,533.06 | | Cost of additions and improvements by G. N. Ry. Co. to property of St. P., M. & M. Ry. Co. and paid for from fund for permanent improvements and renewals | 3,073,924.42 | | 1,584,391.36 | |
| 1,610,466.94 | | Unexpended balance fund for permanent improvements and renewals | | | | |
| 312,843.64 | | Fund for replacement of equipment | 1,836,075.58 | | 215,608.64 | |
| 321,255.81 | | Insurance fund | 367,174.65 | | | 25,668.60 |
| 3,541,246.20 | | Surplus funds of proprietary companies deposited with this company | 323,683.04 | | 2,427.23 | |
| 530,050.01 | | Profit and loss—page 31 (or 33) | 2,592,601.54 | | | 948,644.72 |
| | | | 2,317,841.92 | | 1,787,191.96 | |
| | | Grand total | | \$104,521,677.21 | \$52,967,029.07 | |
| | \$51,554,048.14 | | | | | |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. The following changes have been made in mileage operated:

| | Miles. |
|---|--------|
| St. P., M. & M. Ry., extension of Y at St. Cloud..... | .12 |
| Extension Willmar Jct. & Hinckley line at St. Cloud..... | .65 |
| New Y, Carman & Fosston line, at Carman; also change of line at Burwell..... | 1.39 |
| New Y, Moorhead Jct. to Carman line, at Carman..... | .27 |
| Increase, St. P., M. & M. Ry..... | 2.43 |
| Eastern Ry. of Minnesota, line from Cass Lake to Fosston, leased Sept. 25th, 1898..... | 59.77 |
| Park Rapids and Leech Lake Ry. line, Park Rapids to Cass Lake, leased May 1st, 1899..... | 49.04 |
| Increase in miles operated..... | 111.24 |

4. Lines leased from E. Ry. of M. and P. R. & L. L. Ry. as shown above.

6. Capital stock issued during the year as follows:

| | |
|---|--------------|
| a To provide for redemption of collateral trust bonds | \$15,000,000 |
| b To purchase capital stock of Seattle & Mont. R.R. | 10,000,000 |
| c Issued in exchange for 194,952 shares of St. P., M. & M. Ry. Co. capital stock..... | 24,369,000 |
| d To purchase 75,000 shares of capital stock of E. Ry. Co. of M..... | 7,500,000 |
| To purchase the bonds, debentures and capital stock of the S. F. & N. Ry., N. & F. S. Ry., C. & R. M. Ry. and R. M. Ry..... | 7,357,610 |

8. Entire issue of collateral trust bonds called for redemption Sept. 1st, 1898, of which there were redeemed \$14,964,000; see item 6 a. The following stocks acquired during the year: Gt. Northern Ry., capital stock, \$9,660. Seattle & Montana Ry., capital stock (see item 6 b), \$12,499,550. St. P., M. & M. Ry., capital stock (see item 6 c), \$19,495,200. E. Ry. of Minn., capital stock (see item 6 d), \$7,500,000. Wenatchee Waterpower Co. stock, \$10,000. \$5,600 St. P., M. & M. exchanged for \$7,000 G. N. Ry. stock—see page 52. Bonds acquired during year: Minnesota Transfer Ry., \$2,000. Bonds disposed of, same being redeemed: St. P., M. & M. Ry., consolidated mtg. bonds, \$554,000; Todd County, \$9,000; town of Hutchinson, \$1,000; county of Pipestone, \$30,000.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with the Great Northern Express Co. whereby they do all the express business on lines operated by this company. The railway company receives percentage of earnings.

2. Mail routes established by the U. S. government in accordance with law.

3. This company operates its own sleeping and dining cars.

9. In November, 1879, for the purpose of encouraging the erection and operation at Anoka of a flouring mill, a contract was made with Washburn & Co. waiving any additional charge for the privilege of milling in transit at said mill grain transported over the railways operated by this company. The contract was for the period of twenty years from the date thereof.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked.. | Total Yearly Compensation | Average Daily Compensation. |
|--|---------|--|---------------------------------|-----------------------------------|
| General officers..... | 17 | 4,255 | \$73,400.08 | \$17.27 |
| Other officers..... | 34 | 12,138 | 123,201.76 | 10.15 |
| General office clerks..... | 855 | 122,963 | 223,243.13 | 1.83 |
| Station agents..... | 167 | 60,115 | 102,796.94 | 1.71 |
| Other station men..... | 988 | 81,718 | 125,029.16 | 1.53 |
| Enginemen..... | 151 | 36,206 | 137,584.39 | 9.80 |
| Firemen..... | 175 | 36,245 | 80,824.29 | 2.23 |
| Conductors..... | 117 | 22,605 | 73,238.84 | 3.24 |
| Other trainmen..... | 211 | 44,597 | 89,194.44 | 2.00 |
| Machinists..... | 171 | 47,553 | 125,552.30 | 2.64 |
| Carpenters..... | 32 | 20,508 | 48,128.38 | 2.34 |
| Other shopmen..... | 1,208 | 206,964 | 528,627.48 | 1.73 |
| Section foremen..... | 257 | 88,642 | 127,044.83 | 1.44 |
| Other trackmen..... | 2,925 | 351,128 | 438,909.90 | 1.25 |
| Switchmen, flagmen and watchmen..... | 191 | 49,318 | 111,950.80 | 2.27 |
| Telegraph operators and dispatchers..... | 97 | 26,849 | 50,744.05 | 1.89 |
| All other employees and laborers..... | 990 | 314,171 | 565,508.47 | 1.80 |
| Total (including gen. officers)—Minn..... | 7,484 | 1,015,430 | \$3,025,668.24 | \$1.87 |
| Less general officers..... | 17 | 4,255 | 73,400.08 | 17.27 |
| Total (excluding gen. officers)—Minn..... | 7,467 | 1,011,175 | \$2,952,178.16 | \$1.83 |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration..... | 406 | 138,756 | 419,384.97 | 3.03 |
| Maintenance of way and structures..... | 3,214 | 460,333 | 614,683.11 | 1.84 |
| Maintenance of equipment..... | 1,879 | 344,512 | 654,179.78 | 1.90 |
| Conducting transportation..... | 2,455 | 671,824 | 1,336,870.38 | 1.96 |
| Total (including gen. officers)—Minn..... | 7,484 | 1,015,430 | \$3,025,668.24 | \$1.87 |
| Less general officers..... | 17 | 4,255 | 73,400.08 | 17.27 |
| Total (excluding gen. officers)—Minn..... | 7,467 | 1,011,175 | \$2,952,178.16 | \$1.83 |
| Total (includg. gen. officers)—entire line | 19,966 | 3,013,577 | 6,704,055.43 | 1.85 |

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|--|--|-------------------------------|-------|---------|
| | | Dol. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 923,552 | | | |
| Number of passengers carried one mile..... | 98,310,828 | | | |
| Number of passengers carried one mile per mile of road..... | 24,119 | | | |
| Average distance carried..... | 102.66 | | | |
| Total passenger revenue—page 35..... | | \$948,130.57 | | |
| Average amount received from each passenger..... | | | .42 | .565 |
| Average receipts per passenger per mile..... | | | | .02.775 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 1,714,734 | | | |
| Number of tons carried one mile..... | 218,165,075 | | | |
| Number of tons carried one mile per mile of road..... | 153,981 | | | |
| Average distance haul of one ton..... | 127.22 | | | |
| Total freight revenue—page 35..... | | 3,529,346.71 | | |
| Average amount received for each ton of freight..... | | | 2.05 | .825 |
| Average receipts per ton per mile..... | | | | .01.613 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 4,477,486.28 | | |
| Passenger and freight revenue per mile of road..... | | | 8.160 | .21 |
| Operating expenses—page 45..... | | 3,297,466.23 | | |
| Operating expenses per mile of road..... | | | 2.827 | .35 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 1,140,683 | | | |
| Miles run by freight trains..... | 1,536,833 | | | |
| Miles run by mixed trains..... | 333,436 | | | |
| Total mileage trains earning revenue..... | 3,000,952 | | | |
| Miles run by switching trains..... Cannot state | | | | |
| Miles run by construction and other trains..... | 145,144 | | | |
| Grand total train mileage..... | | | | |
| Mileage of loaded freight cars—east..... | 25,471,082 | | | |
| Mileage of loaded freight cars—west..... | 17,844,396 | | | |
| Mileage of empty freight cars—east..... | 3,451,913 | | | |
| Mileage of empty freight cars—west..... | 11,261,649 | | | |
| Average number of freight cars in train..... | 31.02 | | | |
| Average number of loaded cars in train..... | 23.16 | | | |
| Average number of empty cars in train..... | 7.86 | | | |

(Page 60.)

EXPLANATORY REMARKS.

NOTE 1.—Average Miles Operated—

| | |
|--|----------|
| Entire year..... | 1,860.98 |
| 12 mile track extended, July 1-January 30..... | .12 |
| 65 mile track extended, October 1-January 30..... | .43 |
| 98 mile track extended, July 16-January 30..... | .94 |
| 56 mile track extended, September 11-January 30..... | .55 |
| 59.77, Cass Lake to Fosston, September 25-January 30..... | 45.69 |
| 49.04, Park Rapids & Leech Lake Ry., May 1-January 30..... | 8.17 |

Average miles operated..... 1,416.83

NOTE 2.—The figures shown on page 61, A. are based upon business local to the state of Minnesota only, and include no interstate traffic, for reasons given on page 34.

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars. | Column for Revenue and Rates. |
|--|---|-------------------------------------|
| | | Dols. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 1,638,160 | |
| Number of passengers carried one mile..... | 144,445.991 | |
| Number of passengers carried one mile per mile of road..... | 35.858 | |
| Average distance carried..... | 88.18 | |
| Total passenger revenue—page 35..... | | \$8,068,906.19 |
| Average amount received from each passenger..... | | 1.37.342 |
| Average receipts per passenger per mile..... | | .02.125 |
| Total passenger earnings—page 35..... | | 4,184,268.99 |
| Passenger earnings per mile of road (see note 1, page 60)... | | 1,026.24 |
| Passenger earnings per train mile, 3,150.023..... | | 1.31.246 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63 | 4,549,104 | |
| Number of tons carried one mile..... | 1,486,843.802 | |
| Number of tons carried one mile per mile of road..... | 369.076 | |
| Average distance haul of one ton..... | 326.84 | |
| Total freight revenue—page 35..... | | 14,567,494.04 |
| Average amount received for each ton of freight..... | | 3.20.228 |
| Average receipts per ton per mile..... | | .00.960 |
| Total freight earnings—page 35..... | | 14,665,944.41 |
| Freight earnings per mile of road..... | | 3,640.49 |
| Freight earnings per train mile, 4,810.565..... | | 8.04.869 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 17,636,450.28 |
| Passenger and freight revenue per mile of road..... | | 4.577.85 |
| Passenger and freight earnings—page 35..... | | 18,800,218.44 |
| Passenger and freight earnings per mile of road..... | | 4.666.73 |
| Gross earnings from operation—page 35..... | | 19,111,296.15 |
| Gross earnings from operation per mile of road..... | | 4,743.95 |
| Gross earnings from operation per train mile..... | | 2.47.611 |
| Operating expenses—page 45..... | | 9,396,647.55 |
| Operating expenses per mile of road..... | | 2.332.51 |
| Operating expenses per train mile..... | | 1.18.040 |
| Income from operation—page 31..... | | 9,714,648.60 |
| Income from operation per mile of road..... | | 2,411.44 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 8,008,018 | |
| Miles run by freight trains..... | 4,369,550 | |
| Miles run by mixed trains..... | 588,020 | |
| Total mileage trains earning revenue..... | 7,960,588 | |
| Miles run by switching trains (see note 2, page 60)..... | 982,980 | |
| Miles run by construction and other trains..... | 889,814 | |
| Grand total train mileage. | | |
| Mileage of loaded freight cars—east..... | 59,501,210 | |
| Mileage of loaded freight cars—west..... | 45,345,908 | |
| Mileage of empty freight cars—east..... | 8,985,484 | |
| Mileage of empty freight cars—west..... | 23,158,085 | |
| Average number of freight cars in train..... | 27.51 | |
| Average number of loaded cars in train..... | 21.15 | |
| Average number of empty cars in train..... | 6.36 | |
| Average number of tons of freight in train..... | 299.91 | |
| Average number of tons of freight in each loaded car..... | 14.18 | |

(Page 61, B.)

EXPLANATORY REMARKS.

| | |
|---|----------|
| NOTE 1.—Average Miles Operated— | |
| For entire year..... | 8,823.74 |
| Seattle to E. & M. C. Ry., July, 1898, 36.00..... | 3.00 |
| .21 mile track removed November 21, July 1–November 21..... | .08 |
| .12 mile track extended July 1–June 30..... | .12 |
| .65 mile track extended October 1–June 30..... | .43 |
| .98 mile track extended July 16–June 30..... | .94 |
| .68 mile track extended September 11–June 30..... | .55 |
| Seattle & Montana R. R., August 1, 1898–June 30, 1899..... | 145.84 |
| Cass Lake to Fosston, September 25–June 30, 1899..... | 45.69 |
| Park Rapids & Leech Lake Ry., May 1, 1899–June 30, 49.04..... | 8.17 |
| Average miles operated..... | 4,028.56 |

NOTE 2.—An allowance of 75 miles per day of 12 hours is allowed for switching trains. The mileage shown on page 61 for such trains includes that upon the Willmar & Sioux Falls Ry. and Duluth, Watertown & Pacific Ry.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE. (See note 1, page 62.)
(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road. Tons. * | Freight Received from Con- necting Roads and Other Car- riers, Tons* | TOTAL FREIGHT TONNAGE. | |
|--|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | | | 2,245,063 | 49.17 |
| Flour | | | 81,170 | 01.78 |
| Other mill products | | | 46,089 | 01.01 |
| Hay | | | 28,580 | 00.63 |
| Fruit and vegetables | | | 55,706 | 01.20 |
| Other farm produce | | | 120,234 | 02.63 |
| Live stock | | | 112,071 | 02.46 |
| Dressed meats | | | 1,841 | 00.04 |
| Other packing-house products | | | 18,498 | 00.29 |
| Poultry, game and fish | | | 1,051 | 00.02 |
| Wool | | | 8,600 | 00.19 |
| Hides and leather | | | 2,689 | 00.06 |
| Anthracite coal | | | 84,061 | 01.84 |
| Bituminous coal | | | 156,300 | 03.42 |
| Coke | | | 98,049 | 00.79 |
| Ores | | | 20,063 | 00.45 |
| Stone, sand and other like articles | | | 29,078 | 00.64 |
| Lumber | | | 459,104 | 10.06 |
| Other forest produce | | | 388,209 | 08.51 |
| Petroleum and other oils | | | 27,539 | 00.60 |
| Iron, pig and bloom | | | 8,984 | 00.19 |
| Iron and steel rails | | | 21,611 | 00.47 |
| Other castings and machinery | | | 61,134 | 01.34 |
| Bar and sheet metal | | | 105,027 | 02.30 |
| Cement, brick and lime | | | 62,810 | 01.38 |
| Agricultural implements | | | 85,474 | 00.78 |
| Wagons, carriages, tools, etc | | | 11,956 | 00.26 |
| Wines, liquors and beers | | | 26,983 | 00.59 |
| Household goods and furniture | | | 14,037 | 00.31 |
| Other manufactures | | | 40,466 | 00.89 |
| Merchandise | | | 144,660 | 03.17 |
| Miscellaneous—other commodities not men- tioned above | | | 115,457 | 02.53 |
| Total tonnage—entire line | | | 4,566,444 | 100.00 |

* See note 2, page 162.

(Page 62.)

EXPLANATORY REMARKS.

NOTE 1. Cannot give the freight traffic movement for the State of Minnesota, therefore report for entire line is given.

The freight movement shown covers that transferred over the following roads: Great Northern Railway, Willmar & Sioux Falls Railway, Duluth, Watertown & Pacific Railway.

NOTE 2. Cannot give the freight originating on this line and that received from other carriers.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | | |
|--|---------------------------|------------------------------|------------------------------------|----------------|--|--------------|--|
| | | | No. | Name. | No. | Name. | |
| LOCOMOTIVES—Owned and Leased: | | | | | | | |
| Passenger | 8 | 115 | 74 | Westinghouse. | None. | | |
| | | | 89 | New York. | | | |
| Freight | 19 | 270 | 27 | Westinghouse. | | | |
| | | | 191 | New York. | | | |
| | | | 4 | Westinghouse. | | | |
| | | | 4 | New York. | | | |
| Switching | 1 | 40 | 8 | Steam. | | | |
| | | | 3 | Vacuum. | | | |
| Total locomotives in service..... | 28 | 425 | 350 | | | | |
| Total locomotives owned | | | | | | | |
| CARS—Owned and Leased: | | | | | | | |
| IN PASSENGER SERVICE— | | | | | | | |
| First-class cars | 4 | 131 | 104 | Westinghouse. | 121 | Standard. | |
| | | | 17 | New York. | | | |
| Combination cars | | 24 | 23 | Westinghouse. | 23 | Standard. | |
| | | | 6 | Westinghouse. | | | |
| Dining cars | | 12 | 6 | New York. | 12 | Standard. | |
| | | | 6 | New York. | | | |
| Sleeping cars | | 46 | 40 | Westinghouse. | 46 | Standard. | |
| | | | 6 | New York. | | | |
| Baggage, express and postal cars | 8 | 91 | 51 | Westinghouse. | 82 | Standard. | |
| | | | 81 | New York. | | | |
| Other cars in passenger service..... | | 8 | 8 | New York. | 8 | Standard. | |
| Total..... | 7 | 812 | 224 | Westinghouse. | 292 | | |
| | | | 68 | New York. | | | |
| IN FREIGHT SERVICE— | | | | | | | |
| Box cars | 37 | 10,453 | 4 | Westinghouse. | 9,814 | Note, p. 64. | |
| | | | 9162 | New York. | 37 | Janney. | |
| | | | 701 | Piped for air. | 77 | Chicago. | |
| | | | 17 | Piped for air. | 710 | Standard. | |
| Flat cars and coal | 62 | 1,634 | 88 | Westinghouse. | 306 | Hein. | |
| | | | 1263 | New York. | 250 | Trojan. | |
| | | | | | 3 | Washburn. | |
| Stock cars | | 477 | 15 | Piped for air. | 88 | Standard. | |
| | | | 179 | New York. | 162 | Hein. | |
| Sand cars | | 190 | 190 | New York. | 8 | Chicago. | |
| Refrigerator cars | | 149 | 149 | New York. | 190 | Trojan. | |
| Other cars in freight service..... | 100 | 100 | | | 134 | Standard. | |
| | | | | | 14 | Hein. | |
| | | | | | 1 | Chicago. | |
| Total..... | 199 | 13,003 | 11,718 | | 11,794 | | |
| IN COMPANY'S SERVICE— | | | | | | | |
| Officers' and pay cars | 5 | 15 | 7 | Westinghouse. | 15 | Standard. | |
| | | | 8 | New York. | | | |
| Gravel cars, ballast | | 364 | 14 | Piped for air. | 346 | Standard. | |
| | | | 360 | New York. | 12 | Hein. | |
| Derrick cars, tool cars | 1 | 39 | | | 1 | New York. | |
| Caboose cars | 21 | 219 | 3 | Westinghouse. | 3 | Standard. | |
| Other road cars | 7 | 157 | 1 | New York. | 2 | Janney. | |
| Boarding cars | 1 | 39 | | | | | |
| Total..... | 33 | 333 | 333 | | 379 | | |
| Total cars in service | 239 | 14,143 | 12,393 | | 12,405 | | |
| Total cars owned and leased..... | 239 | 14,143 | 12,393 | | 12,405 | | |

(Page 64.)

EXPLANATORY REMARKS.

NOTE 1.—The equipment shown on page 65 is that owned by the following roads: St. Paul, Minneapolis & Manitoba Ry. Co., Great Northern Ry. Co., Seattle & Montana R. R. Co.
 NOTE 2.—The following are couplers attached to box cars: 7,082 Standard V. P., 1,848 Hein, 886 Chicago, 1 Trojan, 35 Washburn, 6 Thorne, 1 Pooley, 1 Diamond, 4 Janney; total, 9,814.

(Page 67.)

MILEAGE.

A Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|---------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 143.10 | 16.00 | ..... | 3,924.98 | ..... | 10.05 | 4,004.08 | 284.13 | 129.46 | 3,954.57 |
| Miles of second track..... | ..... | ..... | ..... | 27.88 | ..... | ..... | 27.88 | † .64 | ..... | 27.88 |
| Miles of third track..... | ..... | ..... | ..... | 9.28 | ..... | ..... | 9.28 | ..... | ..... | 9.28 |
| Miles of fourth track..... | ..... | ..... | ..... | 9.29 | ..... | ..... | 9.29 | ..... | ..... | 9.29 |
| Miles of yard track and sidings..... | 23.70 | 1.18 | ..... | 577.50 | ..... | ..... | 602.38 | 70.27 | *602.38 | ..... |
| Miles of fifth track..... | ..... | ..... | ..... | 2.32 | ..... | ..... | 2.32 | ..... | ..... | 2.32 |
| Miles of sixth track..... | ..... | ..... | ..... | 1.44 | ..... | ..... | 1.44 | ..... | ..... | 1.44 |
| Total mileage operated (all tracks). | 166.80 | 17.18 | ..... | 4,552.64 | ..... | 10.05 | 4,746.67 | 312.76 | 129.46 | 4,004.78 |

*Iron and steel, 602.38. B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---------------------------------------|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Minnesota..... | ..... | ..... | ..... | 1,472.17 | ..... | ..... | 1,472.17 | 111.24 | 70.84 | 1,401.33 |
| North Dakota..... | ..... | ..... | ..... | 1,115.64 | ..... | ..... | 1,115.64 | † .21 | 58.62 | 1,067.82 |
| South Dakota..... | ..... | ..... | ..... | 99.25 | ..... | ..... | 99.25 | ..... | ..... | 99.25 |
| Montana..... | ..... | ..... | ..... | 862.07 | ..... | ..... | 862.07 | ..... | ..... | 862.07 |
| Idaho..... | ..... | ..... | ..... | 82.70 | ..... | ..... | 82.70 | ..... | ..... | 82.70 |
| Washington..... | 119.00 | 16.00 | ..... | 852.80 | ..... | 10.05 | 497.85 | 99.00 | ..... | 487.78 |
| British Columbia..... | 24.10 | ..... | ..... | ..... | ..... | ..... | 24.10 | 24.10 | ..... | 24.10 |
| Total mileage operated (single track) | 143.10 | 16.00 | ..... | 3,924.98 | ..... | 10.05 | 4,004.08 | 284.13 | 129.46 | 3,954.53 |

†Deduct. C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | New Line Constructed During Year. | Total Mileage Owned. | RAILS. | |
|---|------------------------------------|---------------------|-----------------------------------|----------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Washington..... | 119.00 | 16.00 | ..... | 135.00 | ..... | 135.00 |
| British Columbia..... | 24.10 | ..... | ..... | 24.10 | ..... | 24.10 |
| Total mileage owned (single track)..... | 143.10 | 16.00 | ..... | 159.10 | ..... | 159.10 |

MILEAGE—STATE OF MINNESOTA.

(Page 67, B.)

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | | | | 1,472.17 | ..... | ..... | 1,472.17 | 111.24 | 70.84 | 1,401.33 |
| Miles of second track | | | | 27.88 | ..... | ..... | 27.88 | † 64 | ..... | 27.88 |
| Miles of third track | | | | 9.28 | ..... | ..... | 9.28 | ..... | ..... | 9.28 |
| Miles of fourth track | | | | 9.28 | ..... | ..... | 9.28 | ..... | ..... | 9.28 |
| Miles of yard track and sidings | | | | 300.40 | ..... | ..... | 300.40 | 34.76 | ..... | ..... |
| Miles of fifth track | | | | 2.82 | ..... | ..... | 2.82 | ..... | ..... | 2.82 |
| Miles of sixth track | | | | 1.44 | ..... | ..... | 1.44 | ..... | ..... | 1.44 |
| Total mileage operated (all tracks) | | | | 1,831.87 | ..... | ..... | 1,831.87 | 145.96 | 70.84 | 1,451.54 |

* Iron and steel rails, 230.51.

† Deduct.

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|---|-------|-------|-------|----------|-------|-------|----------|--------|-------|----------|
| STATE OF MINNESOTA— | ..... | ..... | ..... | 1,472.17 | ..... | ..... | 1,472.17 | 111.24 | 70.84 | 1,401.33 |
| Minnesota ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total mileage operated (single track) ..... | ..... | ..... | ..... | 1,472.17 | ..... | ..... | 1,472.17 | 111.24 | 70.84 | 1,401.33 |

(Page 66.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|--------|------------------|--|----------------------------|---------|--------------------------------------|
| Kind. | Tons. | Weight Per Yard. | Av. Price Per Ton at Distributing Point. | Kind. | Number. | Average Price at Distributing Point. |
| Steel..... | 7,969 | 75 | 19.32 | Hardwood..... | 98,892 | \$0.39.33 |
| Steel..... | .607 | 68 | | Pine, tamarack and cedar | 99,790 | .31.52 |
| Steel..... | 1,339 | 60 | | Other | 28,507 | .48.96 |
| Steel..... | .250 | 56 | | | | |
| Total..... | 10,165 | | | Total..... | 227,179 | \$0.37.14 |

CONSUMPTION OF FUEL BY LOCOMOTIVES. (See Note 2, Page 68.)

| LOCOMOTIVES. | Coal, tons, Bituminous. | Wood, Cords, Hard. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|-------------------------|--------------------|----------------------------|---------------|-----------------------------------|
| Passenger..... | 118,907 | 2,861 | 12,021,433 | 818,980,000 | 76.57 |
| Freight..... | 470,814 | 7,934 | 47,610,333 | 718,011,000 | 183.54 |
| Switching..... | 81,344 | 1,023 | 8,202,600 | 98,865,000 | 64.79 |
| Construction*..... | | | | | |
| Total..... | 620,465 | 11,818 | 62,834,366 | 1,125,856,000 | 111.62 |
| Average cost at distributing point.. | \$2.57 | \$1.96 | \$2.56 | | |

* Included in freight, see note 2, page 68.

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EXPLANATORY REMARKS.

NOTE 1.—Cannot give the consumption of fuel by locomotives for State of Minnesota, therefore report for entire road is given. The figures given include fuel consumed upon the Willmar & Sioux Falls Ry. and Duluth, Watertown & Pacific Ry.

NOTE 2.—Fuel consumed by locomotives in construction service is included with that of freight, as locomotives of that class are used temporarily for construction work, but no records are kept of fuel consumed while so diverted. The figures shown on page 69 include fuel consumed on W. & S. F. Ry. and D. W. & P. Ry.

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------------|------------|---------|----------------------------------|---------|-----------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employes. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling | 1 | 7 | ..... | 3 | ..... | ..... | 1 | 10 |
| Falling from trains and engines | 1 | 3 | ..... | 2 | ..... | 1 | 1 | 6 |
| Collisions | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Other train accidents | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Other causes | 1 | 1 | 1 | 1 | 1 | 17 | 3 | 19 |
| Total | 3 | 13 | 1 | 6 | 1 | 18 | 5 | 37 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|-----------------------------|-------------|---------|--------------|---------|------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Collisions | | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Deraillments | | 3 | ..... | ..... | ..... | ..... | ..... | ..... |
| Other train accidents | | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| At stations | | | | | 2 | 3 | 2 | 3 |
| Other causes | | 2 | 17 | 11 | ..... | 1 | 17 | 12 |
| Total | | 7 | 17 | 11 | 2 | 4 | 19 | 15 |

(Page 70.)

EXPLANATORY REMARKS.

Other Train Accidents—Trainman Injured—December 17, H. A. Daniels, conductor, Elk River, Minn., while lifting knuckle, fractured breast bone.

Other Causes—Trainman Killed—December 10, Wm. L. Mortimer, fireman, Minneapolis, Minn., riding home on switch engine, stepped in front of another train, was run over and killed. Trainman Injured—October 18, Chas. H. Potts, brakeman, Osakis, Minn., getting off train, fell down embankment, breaking knee cap. Switchman, Etc., Killed—January 13, John Cooper, switchman, St. Paul, Minn., crossing track on way to work, was struck and killed by engine. Switchman, Etc., Injured—January 4, A. J. Stewart, watchman, Minneapolis, Minn., standing on track, was struck by train and had ribs broken.

Other Employes Killed—October 15, George Steel, operator, Kerkhoven, Minn., tried to board moving train, fell under, was run over and died of injuries.

Other Employes Injured—July 22, Chas. E. Johnson, coal chute engineer, Willmar, Minn., opening door in car, fell and broke rib. September 1, R. S. Ouddeh, tinsmith, St. Paul, Minn., getting down from car, fell and broke leg. October 25, Robt. E. King, carpenter, Milaca, Minn., staging gave way and he fell to ground, injuring spine. September 29, L. Hagen, laborer, Carman, Minn., while rolling hand car off turntable, some one started table behind, breaking his ankle. May 3, D. O'Neil, laborer, Erskine, Minn., taking out bridge stringers, fell down bank, bruising right knee. November 8, S. Kroskey, truckman, Minneapolis, Minn., wheeling truck on gang plank, plank slipped and he fell to ground, fracturing arm. December 6, Chas. Kasichka, hostler, Breckenridge, Minn., coaling engine, pocket opening too quick, coal fell on him, bruising him. December 21, Mike Farley, pumper, Barnesville, Minn., while on ladder at water tank, fell to ground, fracturing hip. January 14, C. H. Sours, check clerk, Como, Minn., was struck by caboose, had leg broken and otherwise bruised. January 23, Ole Stuberg, section foreman, fell from hand car and was run over and had ribs broken. February 3, O. Johnson, laborer, Clearwater Junction, Minn., working on steam shovel, it started suddenly, dislocating his shoulder. March 27, O. Simonsen, section foreman, Morris, Minn., head of spike came off and struck and fractured bone in ankle. May 5, H. Allen, car repairer, St. Cloud, Minn., jumped from car door to floor, rupturing himself. May 24, Thos. Degnan, trucker, Hamline, Minn., caught and broke arm while unloading freight. June 2, F. A. Stroab, laborer, E. St. Cloud, Minn., caught hand in pulley and had thumb and finger taken off. May 29, John McMahan, apprentice, St. Paul, Minn., caught between transfer table and wall and had leg broken. June 8, Albert Mayer, laborer, Stephen, Minn., hand car jumped track, he was struck and bruised in chest.

Other Train Accidents—Passengers Injured—February 23, J. A. Purchitor, Browns Valley, Minn., jumped from car account derailment, knee cap bruised and ankle sprained.

Other Causes—Passengers Injured—February 3, M. Tanberg, Glyndon, Minn., fell from mail rack to floor, fracturing right patella. January 25, B. I. De Gro at Sauk Centre, Minn., jumped from train, fell on ice and broke collar bone.

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

(Page 70.)

EXPLANATORY REMARKS—Continued.

Trespassers Killed—July 4, Swan Anderson, Alexandria, Minn., drunk, walking on track, struck and killed by train. July 5, S. Crookmorse, Delano, Minn., found dead on track, run over. July 20, Albert Solzbrum, Kandiyohi, Minn., slipped on cattle guard, struck and killed by train. August 7, unknown man, Carlisle, Minn., slipped on track, struck and killed by train. August 21, John Dennison, St. Cloud, Minn., found dead on track, supposed to have fallen off train and run over. August 23, Louis Mayer, Moorhead, Minn., found dead on track, evidently fell from train and was run over. September 7, John Moberg, Minneapolis, Minn., walking on track, struck and killed by engine. October 11, Thos. Hayden, Russell, Minn., run over by train while lying on track. September 14, E. K. Vestdahl, Climax, Minn., found dead under bridge, supposed intoxicated and fell from bridge. September 24, J. W. Griffin, Comstock, Minn., found dead on track, supposed to have been stealing a ride and fallen off. October 23, unknown man, Litchfield, Minn., stealing a ride, fell under train and was run over. November 11, A. Munson, Ronneby, Minn., found dead on track, supposed drunk, sleeping on track and run over. November 7, Peter Nelson, Mora, Minn., lying on track drunk, was run over and killed. December 14, D. Dorsey, Minneapolis, Minn., body of small boy, found between rails badly mangled. January 4, O. Keland, Park Rapids, Minn., found dead on track, supposed drunk and struck by train. June 20, Paul Beyer, St. Paul, Minn., rode out to shops on switch engine, was struck and killed by train when he got off. June 15, F. Allen, Torah, Minn., crawled under train, was run over and killed.

Trespassers Injured—July 25, A. Salzbrunn, Kandiyohi, Minn., slipped on cattle guard, was struck and leg cut off by train. July 27, A. Sandquist, Evansville, Minn., fell when trying to get off moving train and had foot cut off. August 4, C. F. Johnson, Sauk Centre, Minn., had foot crushed while stealing ride. August 18, J. Phillip, Campbell, Minn., while stealing a ride, fell off and had both legs crushed. July 25, Emil Dalhuin, Willmar, Minn., finger crushed by derrick cog wheels while he was playing around it with other boys. August 28, S. J. Anderson, Cokato, Minn., drunk, driving home, drove off cut, falling on track and broke leg. October 18, G. Sorjard, Ada, Minn., had foot caught and broken while crossing between cars. October 22, Emil Quist, Crookston, Minn., drunk, lying under cars, car was moved, crushing foot. November 4, Hans Hogan, Kent, Minn., jumped from moving train and had leg run over. March 23, John Roach, Kent, Minn., jumped on engine, when he got off got foot under wheels and had it crushed. March 4, E. Moren, Atwater, Minn., stealing ride, when he got off he fractured thigh.

Not Trespassers Injured—July 21, H. P. Downs, Clarissa, Minn., thrown from velocipede and run into by hand car and bruised.

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Cannot give this.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, ft. | Minimum Length, ft. | Maximum Length, ft. | ITEM. | Number. | Height of Lowest Above Surface of Rail, Ft. In. |
|----------------|---------|-----------------------|---------------------|---------------------|-----------------------------|---------|---|
| BRIDGES— | | | | | Overhead Highway Crossings— | | |
| Iron | 18 | 3,333 | 20 | 685 | Bridges | 80 | 18.0 |
| Wooden | 50 | 3,581 | 22 | 200 | Conduits | | |
| Total | 68 | 6,914 | | | Trestles | | |
| Trestles | 1,220 | 66,898 | 5 | 1,108 | Total | 80 | 18.0 |
| | | | | | Overhead Railway Crossings— | | |
| | | | | | Bridges | 1 | 19.5 |
| | | | | | Conduits | | |
| | | | | | Trestles | | |
| | | | | | Total | 1 | 19.5 |

Gauge of track, 4 feet 8½ inches. 1,472.17 miles.

472 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 77.)

CAR MILEAGE.

Statements Showing Amounts Paid to Different Private Car Companies During Year Ending June 30th, 1899.

| NAME OF OWNER. | Class. | RATE, CENTS. | | | Total. |
|--------------------------------------|-------------------|--------------|-------------|-------------|-------------|
| | | 6-10. | 8-4. | 1. | |
| American Refgr. Trans. Co. | Refrigerator | | \$75.96 | | \$75.96 |
| American Tank Line | Tank | \$52.88 | | | 52.88 |
| Armour Car Lines | Box stk and Refgr | 25.88 | 1,999.58 | \$962.58 | 2,927.79 |
| American Cereal Co. Despatch | Box | 162.14 | | | 162.14 |
| Arms Palace Horse Car Co. | Stock | 23.63 | | | 23.63 |
| Anglo-American Refrigerator Co. | Refrigerator | | | 6.52 | 6.52 |
| American Line Stock Trans. Co. | Stock | 1.20 | | | 1.20 |
| American Brewing Co. | Refrigerator | | | 37.57 | 37.57 |
| American Linseed Tank Line Co. | Tank | 17.56 | | | 17.56 |
| Brill, J. G., & Co. | Box | 9.38 | | | 9.38 |
| Barrett & Barrett, Refrigerator Line | Refrigerator | | 1.24 | | 1.24 |
| California Fruit Transportation Co. | Refrigerator | | 329.98 | | 329.98 |
| Cudahy Refrigerator Line | Refrigerator | | | 1,841.53 | 1,841.53 |
| Chicago N. Y. & B. Refrigerator Co. | Refrigerator | | 252.49 | | 252.49 |
| Canda Cattle Car Co. | Stock | 40,568.41 | | | 40,568.41 |
| Commerce Despatch Line | Box | 237.62 | | | 237.62 |
| Continental Fruit Express | Refrigerator | | 347.92 | | 347.92 |
| Cold Blast Transportation Co. | Refrigerator | | 20.62 | | 20.62 |
| Chappell Chemical Co. | Tank | 19.25 | | | 19.25 |
| Craig Oil Co. | Tank | 5.90 | | | 5.90 |
| Cudahy Milwaukee Refgr. Line | Refrigerator | | | 198.68 | 198.68 |
| Central Equipment Co. | Box | 24.06 | | | 24.06 |
| Chicago Refrigerator Car Line | Refrigerator | | 38.41 | | 38.41 |
| Cleveland Provision Co. | Refrigerator | | 58.72 | | 58.72 |
| Consolidated Cattle Car Co. | Stock | 3.87 | | | 3.87 |
| Crow Levick Co. | Tank | 12.88 | | | 12.88 |
| Dairy Dealers' Despatch | Refrigerator | | 37.43 | | 37.43 |
| Dold Packing Co. | Refrigerator | | | 166.20 | 166.20 |
| Excelsior Horse Car Line | Stock | 3.62 | | | 3.62 |
| Freedom Oil Works Co. | Tank | 2.80 | | | 2.80 |
| Geiser Manufacturing Co. | Box | 1.90 | | | 1.90 |
| Hammond Refrigerator Line | Refrigerator | | | 427.44 | 427.44 |
| Interior & Seaboard Refgr. Line | Refrigerator | | 5.22 | | 5.22 |
| Kansas City Refrigerator Car Co. | Refrigerator | | 80.96 | | 80.96 |
| Kansas Manufacturers' Despatch | Box | 14.21 | | | 14.21 |
| Kansas City Dr. Beef Line | Refrigerator | | | 1,001.42 | 1,001.42 |
| Kingman & Co. | Box | 1.20 | | | 1.20 |
| Lewis Roofing Co. | Box | 6.15 | | | 6.15 |
| Lipton Car Lines | Refrigerator | | 41.06 | | 41.06 |
| Mather Horse & Stock Car Co. | Stock | 63.88 | | | 63.88 |
| Morris & Co. | Refrigerator | | 12.22 | | 12.22 |
| Mann Bros. | Box | 14.57 | | | 14.57 |
| North & South Rolling Stock Co. | Box | 12.90 | | | 12.90 |
| National Rolling Stock Co. | Box | 82.02 | | | 82.02 |
| National Linseed Oil Co. | Tank | 132.07 | | | 132.07 |
| New England Car Co. | Stock | 34.62 | | | 34.62 |
| New York Des. Refrigerator Line | Refrigerator | | 2.64 | | 2.64 |
| Omaha Packing Co. | Refrigerator | | 57.18 | 41.06 | 98.84 |
| Peavey Grain Line Co. | Box | .14 | | | .14 |
| Provision Dealers' Despatch | Refrigerator | | 57.43 | | 57.43 |
| Pullman Palace Car Co. | Flat | | | | 22.02 |
| Railway Car Ass'n Refgr. Line | Refrigerator | | 22.02 | | 22.02 |
| Swift Refrigerator Line | Refrigerator | | | 2,066.63 | 2,066.63 |
| St. Louis Refrigerator Car Co. | Refrigerator | | | 1,788.15 | 1,788.15 |
| Shippers' Refrigerator Car Co. | Refrigerator | | 48.75 | | 48.75 |
| Santa Fe Refrigerator Line | Refrigerator | | 39.79 | | 39.79 |
| St. Paul Refrigerator Line | Refrigerator | | | 41.20 | 41.20 |
| St. Charles Refrigerator Line | Box | | | 433.91 | 433.91 |
| Street's Western Stable Car Line | Stock | 7,699.51 | | | 7,699.51 |
| Southern Freight Line | Box | .59 | | | .59 |
| Union Refrigerator Transit Co. | Refr. and Box | 9.22 | | 7,437.96 | 7,447.18 |
| Union Tank Line | Tank | | 8,619.34 | | 8,619.34 |
| Venice Transportation Co. | Box | 29.68 | | | 29.68 |
| Weaver Coal Co. | Flat | 23.36 | | | 23.36 |
| Western Refrigerator Line | Refrigerator | | 539.91 | | 539.91 |
| Western Refrigerator Transit Co. | Refrigerator | | 119.91 | | 119.91 |
| Totals | | \$49,297.04 | \$12,748.49 | \$16,426.45 | \$78,471.98 |

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EXPLANATORY REMARKS.

As a matter of convenience and economy in operation, the mileage, made by foreign cars upon this road, the Willmar & Sioux Falls Ry. and Duluth, Watertown & Pacific Ry. is reported by the Great Northern Ry. Co. to the owner or owners in one amount

Minneapolis Eastern Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis Eastern Railway Co.

2. Date of organization? June 18, 1878.

3. Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chapter 34, General Statutes of Minnesota 1878.

(Page 2.)

EXPLANATORY REMARKS.

The information given in this report is necessarily very incomplete, as this company is only a local switching line in the city of Minneapolis, Minn. Its business is merely transferring cars from one railroad to another, or from a railroad to an industry.

The way-bills showing the contents of these cars never reach our hands, and we have no possible way of, or interest in, knowing what the contents of the cars are. Our switching tariff is based on a loaded car regardless of what the contents are.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Post-Office Address. | Date of Expiration of Term. |
|----------------------|-----------------------|--|
| Roswell Miller..... | Chicago, Ill..... | Directors elected June 13, '98, for one year, and hold over for want of any subsequent election. |
| W. A. Scott..... | St. Paul, Minn..... | |
| J. A. Chandler..... | St. Paul, Minn..... | |
| Thos. Wilson..... | St. Paul, Minn..... | |
| J. T. Clark..... | St. Paul, Minn..... | |
| L. K. Luse..... | St. Paul, Minn..... | |
| W. J. Underwood..... | Minneapolis, Minn.... | |
| W. H. Norris..... | Minneapolis, Minn.... | |
| J. S. Pillsbury..... | Minneapolis, Minn.... | |

Total number of stockholders at date of last election? 11.

Date of last meeting of stockholders for election of directors? June 18, 1898.

Give post-office address of general office? Minneapolis, Minn.

Give post-office address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed. L. A. Robinson, Auditor, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|---------------------|----------------------|---------------------|
| President..... | J. S. Pillsbury..... | Minneapolis, Minn. |
| Vice-president..... | Roswell Miller..... | Chicago, Ill. |
| Secretary..... | W. J. Underwood... | Minneapolis, Minn. |
| Treasurer..... | W. J. Underwood... | Minneapolis, Minn. |
| Attorney..... | W. H. Norris..... | Minneapolis, Minn. |
| Auditor..... | L. A. Robinson.... | St. Paul, Minn. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each R'd Named. | Miles of Line for each Class of R'ds Named. |
|-----------------------------------|----------------------------------|-----|-----------------------------------|---|
| | From. | To. | | |
| Minneapolis Eastern Railway . . . | Main Line in Minnesota | | 1.13 | 1.13 |
| Total | | | | 1.13 |

(Page 8.)

EXPLANATORY REMARKS.

The total mileage of main line is 2.94 miles, of this amount, 1.81 miles, situated in East Minneapolis, is not operated, leaving 1.13 miles of operated main line.

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|-------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock | 10,000 | \$100 | \$1,000,000 | \$30,000 | | |
| Total | 10,000 | \$100 | \$1,000,000 | \$30,000 | | |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|---------------------------|--------------------------------------|---|---|----------------------|
| Issued for cash | | | 300 | \$30,000.00 |
| Total | | | 300 | \$30,000.00 |

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|---------------|----------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate, Per Ct. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First mortgage..... | Jan. 1, 1879 | Jan. 1, 1909 | \$150,000 | \$150,000 | \$150,000 | \$120,000 | 7 } | Jan. 1 } July 1 } | \$10,500.00 | \$35,350.00 |
| Mortgage bonds..... | ..... | ..... | \$150,000 | \$150,000 | \$150,000 | \$120,000 | ..... | ..... | \$10,500.00 | \$35,350.00 |
| Grand total..... | ..... | ..... | \$150,000 | \$150,000 | \$150,000 | \$120,000 | ..... | ..... | \$10,500.00 | \$35,350.00 |

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|------------------------------|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19 | \$150,000.00 | \$150,000.00 | \$10,500.00 | \$35,350.00 |
| Total | \$150,000.00 | \$150,000.00 | \$10,500.00 | \$35,350.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|-------------|--|-------------|
| Cash | \$2,858.59 | Audited vouchers and accounts | \$1,742.69 |
| Due from solvent companies and individuals | 3,950.40 | Wages and salaries | 1,161.78 |
| Net traffic balances due from other companies | 912.00 | Matured interest coupons unpaid (including coupons due July 1) | 61,950.00 |
| Total cash and current assets | \$7,720.99 | Total current liabilities | \$64,854.47 |
| Balance current liabilities | 57,133.48 | Total | \$64,854.47 |
| Total | \$64,854.47 | | |

Materials and supplies on hand, \$791.77. (See general balance sheet—page 49.)

(Page 25.)

RECAPITULATION,

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|-------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17 | \$90,000.00 | \$90,000.00 | ..... | 2.94 | \$10,204.00 |
| Bonds—page 19 (grand total) | 150,000.00 | 150,000.00 | ..... | 2.94 | 51,030.00 |
| Equipment trust obligations—page 21..... |  |  | ..... |  |  |
| Total..... | \$180,000.00 | \$180,000.00 | ..... | 2.94 | \$61,224.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|-------------------------------------|----------------|--------------|--------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Minneapolis Eastern Railway Co..... | \$90,000.00 | \$150,000.00 | \$180,000.00 | 2.94 | \$61,224.00 |
| Grand total..... | \$90,000.00 | \$150,000.00 | \$180,000.00 | 2.94 | \$61,224.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|--|---------------------------------------|------------------------------|------------------------------|----------------|
| CONSTRUCTION— | | | | |
| Engineering | | \$4,299.47 | \$4,299.47 | \$1,462.40 |
| Right of way and station grounds..... | | 87,492.01 | 87,492.01 | 29,759.19 |
| Grading..... | | 19,095.56 | 19,095.56 | 6,495.09 |
| Bridges, trestles and culverts | | 53,049.70 | 53,049.70 | 18,044.12 |
| Ties | | 4,774.85 | 4,774.85 | 1,624.10 |
| Rails | | 21,048.42 | 21,048.42 | 7,159.38 |
| Frogs and switches | | 1,786.81 | 1,786.81 | 607.78 |
| Track laying and surfacing..... | | 2,519.02 | 2,519.02 | 866.81 |
| Station buildings and fixtures..... | | 426.75 | 426.75 | 145.15 |
| Shops, roundhouses and turntables..... | | 2,252.70 | 2,252.70 | 796.22 |
| Legal expenses..... | | 912.20 | 912.20 | 310.27 |
| Interest and discount..... | | 95,109.69 | 95,109.69 | 11,942.07 |
| General expenses..... | | 16,272.93 | 16,272.93 | 5,535.01 |
| Total construction | | \$249,040.11 | \$249,040.11 | \$84,707.52 |
| EQUIPMENT— | | | | |
| Locomotives..... | | \$14,534.67 | \$14,534.67 | \$4,943.77 |
| Other cars of all classes..... | | 44.00 | 44.00 | 14.96 |
| Total equipment..... | | \$14,578.67 | \$14,578.67 | \$4,958.73 |
| Total construction—page 27..... | | 249,040.11 | 249,040.11 | \$84,707.52 |
| Grand total cost of construction, equipment, etc..... | | \$263,618.78 | \$263,618.78 | \$89,666.25 |
| Grand total cost of construction, equipment, etc.—State of Minn..... | | \$263,618.78 | \$263,618.78 | \$89,666.25 |

(Page 81.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|-------------|-------------|
| Gross earnings from operation—page 35..... | \$70,544.50 | |
| Less operating expenses—page 45..... | 81,516.76 | |
| Income from operation..... | | \$89,027.74 |
| Total income..... | | \$89,027.74 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$10,500.00 | |
| Taxes | 2,144.29 | |
| Total deductions from income..... | | 12,644.29 |
| Net income..... | | \$26,383.45 |
| Surplus from operations of year ending June 30th, 1899..... | | \$26,383.45 |
| Surplus on June 30th, 1898—from "general balance sheet," 1898 report..... | | 893.62 |
| Surplus on June 30th, 1899—for entry on "general balance sheet," page 51..... | | \$27,277.07 |

(Page 95.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

OTHER EARNINGS FROM OPERATION.

| | |
|--|-------------|
| Switching charges—balance..... | \$70,544.50 |
| Total other earnings..... | \$70,544.50 |
| Total gross earnings from operation—Minnesota..... | \$70,544.50 |
| Total gross earnings from operation—entire line..... | \$70,544.50 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|--|-------------------|
| Repairs of roadway | \$1,840.70 |
| Renewals of rails | 313.00 |
| Renewals of ties | 188.14 |
| Repairs and renewals of bridges and culverts | 87.88 |
| Repairs and renewals of buildings and fixtures | 192.07 |
| Total | <u>\$2,572.37</u> |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-------------------|
| Repairs and renewals of locomotives | \$2,076.97 |
| Repairs and renewals of freight cars | 1,108.58 |
| Total | <u>\$3,240.55</u> |

CONDUCTING TRANSPORTATION.

| | |
|---|--------------------|
| Engine and round house men | \$4,701.46 |
| Fuel for locomotives | 9,139.86 |
| Water supply for locomotives | 54.50 |
| Oil, tallow and waste for locomotives | 269.70 |
| Other supplies for locomotives | 214.85 |
| Train supplies and expenses | 23.54 |
| Switchmen, flagmen and watchmen | 7,575.17 |
| Hire of equipment—balance | 883.62 |
| Injuries to persons | 485.00 |
| Total | <u>\$22,847.70</u> |

GENERAL EXPENSES.

| | |
|---|-------------------|
| Salaries of clerks and attendants | \$2,070.00 |
| General office expenses and supplies | 455.43 |
| Law expenses | 249.96 |
| Stationery and printing (general offices) | 80.75 |
| Total | <u>\$2,856.14</u> |

RECAPITULATION OF EXPENSES.

| | |
|--|--------------------|
| Maintenance of way and structures | \$2,572.37 |
| Maintenance of equipment | 3,240.55 |
| Conducting transportation | 22,847.70 |
| General expenses | 2,856.14 |
| Grand total | <u>\$31,516.76</u> |
| Percentage of expenses to earnings—entire line | 44.68 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|--|--------------------|
| Maintenance of way and structures | \$2,572.37 |
| Maintenance of equipment | 3,240.55 |
| Conducting transportation | 22,847.70 |
| General expenses | 2,856.14 |
| Total | <u>\$31,516.76</u> |
| Percentage of expenses to earnings—Minnesota | 44.68 |

(Page 46.) COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | ASSETS. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|--------------|--------------------------------------|----------------|--------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$249,040.11 | | Cost of road—page 27..... | \$249,040.11 | ..... | ..... | ..... |
| 14,578.67 | | Cost of equipment—page 29..... | 14,578.67 | ..... | ..... | ..... |
| 5,202.50 | | Cash and current assets—page 23..... | 7,720.99 | ..... | \$2,518.69 | ..... |
| 586.56 | | OTHER ASSETS— | 79,177 | ..... | 205.21 | ..... |
| | | Materials and supplies..... | ..... | ..... | ..... | ..... |
| ..... | \$290,407.64 | Grand total..... | ..... | \$272,131.54 | \$2,723.90 | ..... |

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | LIABILITIES. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|--------------|--------------------------------------|----------------|--------------|----------------------------|-------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$30,000.00 | | Capital stock—page 17..... | \$30,000.00 | ..... | ..... | ..... |
| 150,000.00 | | Funded debt—page 23..... | 150,000.00 | ..... | ..... | ..... |
| 88,514.02 | | Current liabilities—page 23..... | 64,854.47 | ..... | ..... | \$23,659.55 |
| 893.62 | | Profit and loss—page 31 (or 33)..... | 27,277.07 | ..... | \$26,883.45 | ..... |
| ..... | \$290,407.64 | Grand total..... | ..... | \$272,131.54 | \$2,723.90 | ..... |

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment Mortgaged. |
|------------------------------|------------------------|---|--------|--------------------------------------|--------------------------------|
| | From | To | Miles. | | |
| First mortgage bonds..... | Minneapolis Union Ry.. | C. M. & St. P. Ry..... | .57 | \$51,020 | Whole road and Equip- ment. |
| First mortgage bonds..... | Minneapolis Union Ry.. | Pillsbury "A" Mill-alley | .56 | 51,020 | |
| First mortgage bonds..... | Minneapolis Union Ry.. | line..... | 1.18 | 51,020 | |
| First mortgage bonds..... | Minneapolis Union Ry.. | Pillsbury "A" Mill—Main street line..... | .63 | 51,020 | |
| Total..... | ..... | ..... | 2.94 | \$51,020 | ..... |

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensation. |
|--|---------|---------------------------------------|------------------------------------|-----------------------------------|
| General office clerks..... | 3 | 989 | \$2,070.00 | \$2.20 |
| Enginemen..... | 3 | 1,094 | 3,084.25 | 2.82 |
| Firemen..... | 2 | 770 | 1,617.21 | 2.10 |
| Section foremen..... | 1 | 313 | 600.00 | 1.92 |
| Other trackmen..... | 3 | 881 | 909.01 | 1.10 |
| Switchmen, flagmen and watchmen..... | 8 | 2,878 | 7,575.17 | 2.63 |
| All other employes and laborers..... | 2 | 545 | 877.98 | 1.61 |
| Total (including general officers) Minn..... | 22 | 7,420 | \$16,793.62 | \$2.26 |
| Total (excluding general officers) Minn..... | 22 | 7,420 | \$16,793.62 | \$2.26 |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration..... | 3 | 989 | 2,070.00 | 2.20 |
| Maintenance of way and structures..... | 4 | 1,194 | 1,569.01 | 1.31 |
| Conducting transportation..... | 15 | 5,287 | 13,154.61 | 2.49 |
| Total (including general officers) Minn..... | 22 | 7,420 | \$16,793.62 | \$2.26 |
| Total (excluding general officers) Minn..... | 22 | 7,420 | \$16,793.62 | \$2.26 |
| Total (including general officers) entire line..... | 22 | 7,420 | \$16,793.62 | \$2.26 |

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF
MINNESOTA.

PASSENGER AND FREIGHT.

| | |
|---|-------------|
| Gross earnings from operation—Page 35..... | \$70,544.50 |
| Gross earnings from operation per mile of road..... | 62,428.76 |
| Operating expenses—Page 45..... | 31,516.76 |
| Operating expenses per mile of road..... | 27,890.94 |
| Income from operation—Page 31..... | 39,027.74 |
| Income from operation per mile of road..... | 34,537.82 |

(Page 61.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

PASSENGER AND FREIGHT.

| | |
|---|-------------|
| Gross earnings from operation—page 35..... | \$70,544.50 |
| Gross earnings from operation per mile of road..... | 62,428.76 |
| Operating expenses—page 45..... | 31,516.76 |
| Operating expenses per mile of road..... | 27,890.94 |
| Income from operation—page 31..... | 39,027.74 |
| Income from operation per mile of road..... | 34,537.82 |

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

(See Explanatory Remarks on Page 2.)

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|-----------------------------------|------------------------------|---------------------------------|---------------------------------------|--------------|--|---------------|
| | | | No. | Name. | No. | Name. |
| Locomotives Owned and Leased— | | | | | | |
| Switching..... | 2 | 2 | | Westinghouse | 1 | Chicago S. C. |
| Total locomotives in service..... | 2 | 2 | | Westinghouse | 1 | Chicago S. C. |
| Total locomotives owned..... | 2 | 2 | | Westinghouse | 1 | Chicago S. C. |

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 1.13 | ..... | ..... | ..... | ..... | ..... | 1.13 | ..... | ..... | 1.13 |
| Miles of yard track and sidings | 1.26 | ..... | ..... | ..... | ..... | ..... | 1.26 | ..... | ..... | 1.26 |
| Total mileage operated (all tracks) | 2.39 | ..... | ..... | ..... | ..... | ..... | 2.39 | ..... | ..... | 2.39 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | 1.13 | ..... | ..... | ..... | ..... | ..... | 1.13 | ..... | ..... | 1.13 |
|---|------|-------|-------|-------|-------|-------|------|-------|-------|------|
| State of Minnesota | 1.13 | ..... | ..... | ..... | ..... | ..... | 1.13 | ..... | ..... | 1.13 |
| Total mileage operated (single track) | 1.13 | ..... | ..... | ..... | ..... | ..... | 1.13 | ..... | ..... | 1.13 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|---------------------------------------|------------------------|-------|----------------------------|--|--------|--------|
| | Main Line. | Branches and Spurs. | | | | Iron. | Steel. |
| | | | | | | | |
| Minnesota | 2.94 | ..... | ..... | 2.94 | ..... | ..... | 2.94 |
| Total mileage owned (single track) | 2.94 | ..... | ..... | 2.94 | ..... | ..... | 2.94 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 1.13 | | | | | | 1.13 | | | 1.13 |
| Miles of yard track and sidings..... | 1.26 | | | | | | 1.26 | | | 1.26 |
| Total mileage operated (all tracks). | 2.39 | | | | | | 2.39 | | | 2.39 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|------|--|--|--|--|--|------|--|--|------|
| STATE OF MINNESOTA— | | | | | | | | | | |
| Minnesota..... | 1.13 | | | | | | 1.13 | | | 1.13 |
| Total mileage operated (single track). | 1.13 | | | | | | 1.13 | | | 1.13 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| | | | | | | |
| Minnesota..... | 2.94 | | 2.94 | | | 2.94 |
| Total mileage owned (single track)..... | 2.94 | | 2.94 | | | 2.94 |

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR—

| | |
|--|---------|
| Steel, tons..... | 13.150 |
| Weight per yard, lbs..... | 60 |
| Average price per ton at distributing point..... | \$24.00 |

| NEW TIES LAID DURING YEAR—KIND. | Number. | Average Price at Distributing Point. |
|------------------------------------|---------|--|
| White oak cross ties..... | 200 | \$0.57 |
| Two set white oak switch ties..... | 83 | .88 |
| Total..... | 283 | \$0.66 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | COAL—TONS. | | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|------------------|------------------|----------------------------------|------------|--|
| | Anthra- cite. | Bitumi- nous. | | | |
| Switching..... | 1,591 | 132 | 1,723 | *..... | *..... |
| Total..... | 1,591 | 132 | 1,723 | ..... | ..... |
| Average cost at distributing point.. | \$5.51 | \$2.86 | \$5.30 | ..... | ..... |

*Cannot give.

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------|------------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling..... | | | | 2 | ..... | ..... | ..... | 2 |
| Overhead obstructions..... | | | | 1 | ..... | ..... | ..... | 1 |
| Total..... | | | | 3 | ..... | ..... | ..... | 3 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---------------------------|-------------|---------|--------------|---------|---------------------|---------|--------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd |
| At highway crossings..... | | | | | | 1 | ..... | 1 |
| Total..... | | | | | | 1 | ..... | 1 |

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | |
|----------------------------------|---|--------|-------------------|---|------------------------------------|
| From | To | Miles. | Number of Curves. | Aggreg't Length of Curved Line. Miles. | Length of Straight Line. Miles. |
| Main Line— | | | | | |
| Minneapolis Union Ry..... | C., M. & St. P. Ry..... | .57 | 7 | .29 | .28 |
| Minneapolis Union Ry..... | Palisade..... | .56 | 6 | .40 | .16 |
| Total main line..... | | | 13 | .69 | .44 |
| East Minneapolis Line— | | | | | |
| Minneapolis Union Ry..... | Pillsbury "A" Mill, alley line..... | 1.18 | | .32 | .36 |
| Minneapolis Union Ry..... | Pillsbury "A" Mill, Main street line..... | .63 | | .10 | .53 |
| Total East Minneapolis Line..... | | | 1.81 | .42 | 1.39 |
| Total..... | | | 2.94 | 1.11 | 1.83 |

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length. | Minimum Length. | Maximum Length. | ITEM. | Number. | Height of Lowest Above Surface of Rail. |
|---------------|---------|-------------------|-----------------|-----------------|-----------------------------|---------|---|
| | | Feet. | Feet. | Feet. | | | Feet. In. |
| BRIDGES— | | | | | Overhead Highway Crossings— | | |
| Iron..... | 1 | 314 | | | Bridges..... | 1 | 17.03 |
| Total..... | 1 | 314 | | | Trestles..... | 1 | 17.10 |
| Trestles..... | 1 | 1,130 | | | Total..... | 2 | |

Gauge of track, 4 feet 8½ inches. 2.94 miles.

Minneapolis, New Ulm & Southwestern Railroad Company.

EIGHT MONTHS.

(Page 8.)

HISTORY.

1. Name of common carrier making this report? Minneapolis, New Ulm & Southwestern R. R. Company.

2. Date of organization? Oct. 4, 1895.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under laws of Minnesota, Chapter 34 of General Statutes of 1894.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not a reorganized company.

(Page 5.)

ORGANIZATION.

| Name of Directors. | Postoffice Address. | Date of Expiration of Term. |
|--------------------|-----------------------|-----------------------------|
| L. F. Day..... | Minneapolis, Minn.... | } October, 1899. |
| A. E. Clarke..... | Minneapolis, Minn.... | |
| Jos. Gaskell. | Minneapolis, Minn.... | |
| H. G. Kelley..... | Minneapolis, Minn.... | |
| F. Nay..... | Minneapolis, Minn.... | |

Total number of stockholders at date of last election? 6.

Date of last meeting of stockholders for election of directors? Oct. 4, 1898.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? F. Nay, Auditor, Minneapolis, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------------|-------------------|---------------------|
| President..... | L. F. Day..... | Minneapolis, Minn. |
| Vice-president | A. E. Clarke..... | Minneapolis, Minn. |
| Secretary..... | Jos. Gaskell..... | Minneapolis, Minn. |
| General solicitor..... | A. E. Clarke..... | Minneapolis, Minn. |
| Auditor..... | F. Nay..... | Minneapolis, Minn. |
| General manager..... | L. F. Day..... | Minneapolis, Minn. |
| Chief engineer..... | H. G. Kelley..... | Minneapolis, Minn. |
| General superintendent.... | T. E. Clarke..... | Minneapolis, Minn. |
| General freight agent.... | W. M. Hopkins... | Minneapolis, Minn. |
| Asst. gen. freight agent... | R. G. Brown..... | Minneapolis, Minn. |
| General passenger agent... | A. B. Cutts..... | Minneapolis, Minn. |
| General ticket agent..... | A. B. Cutts..... | Minneapolis, Minn. |
| General baggage agent.... | A. B. Cutts..... | Minneapolis, Minn. |

490 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|-----------------------------------|----------------------|---------------------|------------------------------------|--|
| | From | To | | |
| 1. a M., N. U. & S. W. R. R. Co.. | Winthrop, Minn. | New Ulm, Minn. .... | ..... | 20.00 |
| Total ..... | ..... | ..... | ..... | 20.00 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|-----------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common | 1,000 | \$100 | \$100,000 | \$100,000 | ..... | ..... |
| Total | 1,000 | \$100 | \$100,000 | \$100,000 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding | Total Cash Realized. |
|-------------------------------|--------------------------------------|---|--|----------------------|
| Issued for cash, common | | | 1,000 | \$100,000 |
| Total | | | 1,000 | \$100,000 |

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstand- ing. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------|-------------------|--------------|-----------------------------------|-------------------|-----------------------------|--|-----------|----------------------|---------------------------------|------------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First mortgage bonds..... | Feb. 1, 1896 | Feb. 1, 1926 | \$200,000.00 | \$200,000.00 | \$200,000.00 | \$160,000.00 | 5% | Feb. and August.. | \$6,666.67 | ..... |
| Mortgage bonds..... | ..... | ..... | \$200,000.00 | \$200,000.00 | \$200,000.00 | \$160,000.00 | ..... | ..... | ..... | ..... |
| Grand total..... | ..... | ..... | \$200,000.00 | \$200,000.00 | \$200,000.00 | \$160,000.00 | ..... | ..... | \$6,666.67 | ..... |

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | | | | |
| Miscellaneous obligations—page 19..... | | | | |
| Income bonds—page 19..... | \$200,000.00 | \$200,000.00 | \$6,666.67 | |
| Equipment trust obligations—page 21..... | | | | |
| Total..... | \$200,000.00 | \$200,000.00 | \$6,666.67 | |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|-------------|---|-------------|
| Due from solvent companies and individuals..... | \$15,623.26 | Matured interest coupons unpaid (including coupons due July 1)..... | \$30,000.00 |
| Total cash and current assets..... | \$15,623.26 | Total current liabilities..... | \$30,000.00 |
| Balance current liabilities..... | \$14,376.74 | Total..... | \$30,000.00 |
| Total..... | \$30,000.00 | | |

* Materials and supplies on hand, (See General Balance Sheet—Page 49.)

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|---------------------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. (Page 11.) | Miles. | Amount. |
| Capital stock—page 17..... | \$100,000.00 | \$100,000.00 | ..... | 20.00 | \$4,954.00 |
| Bonds—page 19 (grand total)..... | 200,000.00 | 200,000.00 | ..... | 20.00 | 9,709.00 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | \$300,000.00 | \$300,000.00 | ..... | ..... | \$14,563.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|----------------|--------------|--------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Minneapolis, New Ulm & Southwestern R. R. Co..... | \$100,000.00 | \$200,000.00 | \$300,000.00 | 20.00 | \$14,563.00 |
| Grand total..... | \$100,000.00 | \$200,000.00 | \$300,000.00 | 20.00 | \$14,563.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|--|---|------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION— | | | | |
| Engineering | | \$8,278.00 | \$8,278.00 | |
| Right of way and station grounds | \$675.00 | 18,271.68 | 18,846.63 | |
| Grading | 3,222.05 | 44,981.16 | 48,203.21 | |
| Bridges, trestles and culverts | | 87,385.26 | 87,885.26 | |
| Ties | | 22,919.48 | 22,919.48 | |
| Rails | | 51,691.96 | 51,691.96 | |
| Track fastenings | | 2,525.41 | 2,525.41 | |
| Frogs and switches | | 452.98 | 452.98 | |
| Tracklaying and surfacing | | 11,824.65 | 11,824.65 | |
| Fencing right of way | | 2,896.20 | 2,896.20 | |
| Crossings, cattle guards and signs | | 22,560.38 | 22,560.38 | |
| Telegraph lines | | 586.84 | 586.84 | |
| Station buildings and fixtures | 151.90 | 8,849.01 | 9,900.31 | |
| Shops, roundhouses and turntables | | 2,587.77 | 2,587.77 | |
| Water stations | | 860.12 | 860.12 | |
| Fuel stations | | 62.12 | 62.12 | |
| Miscellaneous structures | | 976.39 | 976.39 | |
| Legal expenses | | 1,443.80 | 1,443.80 | |
| Interest and discount | | 40,000.00 | 40,000.00 | |
| General expenses | | | | |
| Total construction | \$3,948.35 | \$274,008.16 | \$278,046.51 | |

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|-------------|-------------|
| Gross earnings from operation—page 35 | \$22,420.60 | |
| Less operating expenses—page 45 | 16,880.82 | |
| Income from operation | | \$5,539.78 |
| Miscellaneous income—less expenses—page 41 | \$26.00 | |
| Income from other sources | | \$26.00 |
| Total income | | \$5,565.78 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23 | \$6,606.67 | |
| Taxes | 256.72 | |
| Total deductions from income | | \$6,863.39 |
| Deficit | | \$1,257.61 |
| Deficit from operations of year ending June 30, 1899 | | \$1,257.61 |
| Deficit on June 30, 1898 (from "general balance sheet," 1898 report) | | 35,805.95 |
| Deficit on June 30, 1899 (for entry on "general balance sheet," page 49) | | \$37,163.56 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEMS. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$6,987.22 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$7.67 | |
| Total deductions..... | | \$7.67 | |
| Total passenger revenue..... | | | \$6,929.55 |
| Mail | | | 400.00 |
| Express | | | 1,176.00 |
| Extra baggage and storage..... | | | 136.91 |
| Total passenger earnings..... | | | \$8,642.46 |
| FREIGHT— | | | |
| Freight revenue..... | \$15,242.79 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$1,465.40 | |
| Total deductions..... | | \$1,465.40 | |
| Total freight revenue..... | | | \$13,777.39 |
| Total freight earnings..... | | | \$13,777.39 |
| Total passenger and freight earnings..... | | | \$22,419.85 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Other sources..... | | | .75 |
| Total other earnings..... | | | .75 |
| Total gross earnings from operation—Minn..... | | | \$22,420.60 |
| Total gross earnings from operation—entire line..... | | | \$22,420.60 |

(Page 41.)

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|-------------------|---------------|----------------|---------------------------|
| Rent of land..... | \$26.00 | | \$26.00 |
| Total..... | \$26.00 | | \$26.00 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|-------------------|
| Repairs of roadway | \$2,573.43 |
| Renewals of rails | 19.26 |
| Renewals of ties | 16.20 |
| Repairs and renewals of bridges and culverts | 736.06 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 130.82 |
| Repairs and renewals of buildings and fixtures | 103.34 |
| Repairs and renewals of telegraph | 17.20 |
| Stationery and printing | 5.46 |
| Total..... | \$3,601.77 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-------------------|
| Superintendence | \$72.96 |
| Repairs and renewals of locomotives | 1,444.89 |
| Repairs and renewals of passenger cars | 323.53 |
| Repairs and renewals of freight cars | 833.93 |
| Repairs and renewals of work cars | .00 |
| Repairs and renewals of shop machinery and tools | 95.10 |
| Stationery and printing | 4.59 |
| Other expenses | 25.65 |
| Total..... | \$2,851.90 |

CONDUCTING TRANSPORTATION.

| | |
|---|--------------------|
| Superintendence | \$41.02 |
| Engine and roundhouse men | 2,091.21 |
| Fuel for locomotives | 2,724.63 |
| Water supply for locomotives | 180.27 |
| Oil, tallow and waste for locomotives | 79.33 |
| Other supplies for locomotives | 33.12 |
| Train service | 1,625.42 |
| Train supplies and expenses | 298.53 |
| Switchmen, flagmen and watchmen | 10.00 |
| Telegraph expenses | 736.97 |
| Station service | 1,555.28 |
| Station supplies | 165.05 |
| Car mileage—Balance | 150.87 |
| Hire of equipment—Balance | 33.20 |
| Loss and damage | 16.02 |
| Injuries to persons | 11.46 |
| Advertising | 21.76 |
| Outside agencies | 142.29 |
| Commissions | 19.91 |
| Rents of buildings and other property | 41.54 |
| Stationery and printing | 68.96 |
| Total..... | \$10,091.89 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|---|-----------------|
| Salaries of general officers | \$237.98 |
| Salaries of clerks and attendants | 252.30 |
| General office expenses and supplies | 24.56 |
| Insurance | 73.07 |
| Law expenses | 58.10 |
| Stationery and printing (general offices) | 16.38 |
| Other expenses | 123.52 |
| Total..... | \$885.86 |

RECAPITULATION OF EXPENSES.

| | |
|--|--------------------|
| Maintenance of way and structures | \$3,601.77 |
| Maintenance of equipment | 2,851.90 |
| Conducting transportation | 10,091.89 |
| General expenses | 885.86 |
| Grand total..... | \$16,880.82 |
| Percentage of expenses to earnings—entire line | 75.29 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|--|--------------------|
| Maintenance of way and structures | \$3,601.77 |
| Maintenance of equipment | 2,851.90 |
| Conducting transportation | 10,091.89 |
| General expenses | 885.86 |
| Total..... | \$16,880.82 |
| Percentage of expenses to earnings—Minnesota | 75.29 |

(Page 46.) COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|--------------------------------------|--------------|----------------|--------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$274,098.16 | ..... | \$278,046.51 | ..... | \$3,948.35 | ..... |
| 14,262.65 | ..... | 15,023.29 | ..... | 1,900.71 | ..... |
| 35,805.95 | ..... | 37,163.56 | ..... | 1,357.61 | ..... |
| ..... | \$324,166.66 | ..... | \$330,833.33 | \$6,666.67 | ..... |
| ASSETS. | | | | | |
| Cost of road—page 27..... | | | | | |
| Cash and current assets—page 23..... | | | | | |
| Other Assets— | | | | | |
| Profit and loss—page 31 (or 33)..... | | | | | |
| Grand total..... | | | | | |

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|--|--------------|----------------|--------------|----------------------------|------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$100,000.00 | | \$100,000.00 | ..... | ..... | ..... |
| 200,000.00 | | 200,000.00 | ..... | ..... | ..... |
| 20,000.00 | | 30,000.00 | ..... | \$10,000.00 | ..... |
| 4,166.66 | | 833.33 | ..... | ..... | \$3,333.33 |
| ..... | \$324,166.66 | ..... | \$330,833.33 | \$6,666.67 | ..... |
| LIABILITIES. | | | | | |
| Capital stock—page 17..... | | | | | |
| Funded debt—page 23..... | | | | | |
| Current liabilities—page 23..... | | | | | |
| Accrued interest on funded debt not yet payable..... | | | | | |
| Grand total..... | | | | | |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

This road has been sold to the Minneapolis & St. Louis Railroad Co., and on March 1, 1899, the property was transferred to that company. The results from operation given here are for eight months ended February 28, 1899.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Co.—Covered by M. & St. L. contract. Compensation based upon tonnage.

2. United States P. O. Dept. Compensation at present an arbitrary amount fixed by the department.

5. The M. & St. L. R. R. Co.—Covering exchange of traffic at Winthrop, Minn.; also for the division of certain joint expenses and for the furnishing of equipment by the M. & St. L. R. R. Co.

7. Western Union Telegraph Co. Covered by M. & St. L. contract.

9. Sundry contracts and agreements with firms and individuals for occupying right of way and depot grounds for elevators, coal sheds, lumber yards, etc., the compensation being merely a nominal amount.

(Page 57.) SECURITY FOR FUNDED DEBT—PAGE 23.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Securities Mortgaged. |
|------------------------------|----------------------|--------------------|--------|---|----------------------------------|
| | From | To | Miles. | | |
| First mortgage bonds..... | Winthrop, Minn..... | New Ulm, Minn..... | 20.60 | \$0,700.00 | ..... |

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. * | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensa- tion. |
|--|--------------|---------------------------------------|------------------------------------|--|
| General officers | | 44 | \$541.60 | \$12.35 |
| Other officers | | 15 | 61.44 | 4.21 |
| General office clerks | | 147 | 321.12 | 2.17 |
| Station agents | | 616 | 1,360.00 | 2.21 |
| Other station men | | 200 | 280.00 | 1.39 |
| Enginemen | | 200 | 756.00 | 3.62 |
| Firemen | | 200 | 453.60 | 2.17 |
| Conductors | | 209 | 704.00 | 3.37 |
| Other trainmen | | 418 | 936.00 | 2.24 |
| Other shopmen | | 209 | 360.00 | 1.72 |
| Section foremen | | 624 | 1,080.00 | 1.73 |
| Other trackmen | | 624 | 686.40 | 1.10 |
| Telegraph operators and dispatchers | | 209 | 360.00 | 1.72 |
| All other employes and laborers | | 183 | 456.56 | 2.49 |
| Total (including gen. officers)—Minn | | 3,925 | \$8,356.72 | \$2.13 |
| Less general officers | | 44 | 541.60 | 12.35 |
| Total (excluding gen. officers)—Minn | | 3,881 | \$7,815.12 | \$2.07 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration | | 233 | \$992.64 | \$4.27 |
| Maintenance of way and structures | | 1,903 | 1,903.37 | 1.46 |
| Maintenance of equipment | | 237 | 428.49 | 1.81 |
| Conducting transportation | | 2,152 | 5,032.22 | 2.34 |
| Total (including gen. officers)—Minn | | 3,925 | \$8,356.72 | \$2.13 |
| Less general officers | | 44 | 541.60 | 12.35 |
| Total (excluding gen. officers)—Minn | | 3,881 | \$7,815.12 | \$2.07 |
| Total (inc. gen. officers) entire line | | 3,925 | \$8,356.72 | \$2.13 |

* See page 53.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|--|--|-------------------------------------|------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 17,945 | | | |
| Number of passengers carried one mile..... | 289,133 | | | |
| Number of passengers carried one mile per mile of road..... | 14,036 | | | |
| Average distance carried..... | 16 | | | |
| Total passenger revenue—page 35..... | | \$6,929.55 | | |
| Average amount received from each passenger..... | | | .38 | .615 |
| Average receipts per passenger per mile..... | | | .02 | .397 |
| Total passenger earnings—page 35..... | | 8,642.46 | | |
| Passenger earnings per mile of road..... | | 419.54 | | |
| Passenger earnings per train mile..... | | | .53 | .139 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 28,675 | | | |
| Number of tons carried one mile..... | 467,621 | | | |
| Number of tons carried one mile per mile of road..... | 22,700 | | | |
| Average distance haul of one ton..... | 16 | | | |
| Total freight revenue—page 35..... | | 13,777.39 | | |
| Average amount received for each ton of freight..... | | | .48 | .047 |
| Average receipts per ton per mile..... | | | .02 | .946 |
| Total freight earnings—page 35..... | | 13,777.39 | | |
| Freight earnings per mile of road..... | | 668.80 | | |
| Freight earnings per train mile..... | | | 1.72 | .649 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 20,706.84 | | |
| Passenger and freight revenue per mile of road..... | | 1,005.19 | | |
| Passenger and freight earnings—page 35..... | | 22,419.85 | | |
| Passenger and freight earnings per mile of road..... | | 1,088.34 | | |
| Gross earnings from operation—page 35..... | | 22,420.60 | | |
| Gross earnings from operation per mile of road..... | | 1,088.38 | | |
| Gross earnings from operation per train mile..... | | | .92 | .479 |
| Operating expenses—page 45..... | | 16,880.82 | | |
| Operating expenses per mile of road..... | | 819.46 | | |
| Operating expenses per train mile..... | | | .69 | .629 |
| Income from operation—page 31..... | | 5,539.78 | | |
| Income from operation per mile of road..... | | | 268 | .92 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 16,264 | | | |
| Miles run by freight trains..... | 7,980 | | | |
| Total mileage trains earning revenue..... | 24,244 | | | |
| Miles run by switching trains..... | | | | |
| Miles run by construction and other trains..... | 4,900 | | | |
| Grand total train mileage..... | 29,144 | | | |
| Mileage of loaded freight cars—north or east..... | 20,775 | | | |
| Mileage of loaded freight cars—south or west..... | 26,324 | | | |
| Mileage of empty freight cars—north or east..... | 9,346 | | | |
| Mileage of empty freight cars—south or west..... | 3,583 | | | |
| Average number of freight cars in train..... | 7.52 | | | |
| Average number of loaded cars in train..... | 5.90 | | | |
| Average number of empty cars in train..... | 1.62 | | | |
| Average number of tons of freight in train..... | 58.60 | | | |
| Average number of tons of freight in each loaded car..... | 9.93 | | | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Carriers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|---|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain..... | 4,255 | 1,056 | 5,311 | 18.52 |
| Flour..... | 7,681 | 1 | 7,682 | 26.79 |
| Other mill products..... | 95 | 104 | 199 | .69 |
| Fruit and vegetables..... | 6 | 37 | 43 | .15 |
| Live stock..... | 163 | 19 | 182 | .63 |
| Hides and leather..... | 3 | ..... | 3 | .01 |
| Anthracite coal..... | ..... | 1,709 | 1,709 | 5.96 |
| Bituminous coal..... | ..... | 6,395 | 6,395 | 22.30 |
| Stone, sand and other like articles..... | 98 | 15 | 113 | .39 |
| Lumber..... | ..... | 3,593 | 3,596 | 12.54 |
| Sugar..... | ..... | 12 | 12 | .04 |
| Castings and machinery..... | 10 | 39 | 49 | .17 |
| Cement, brick and lime..... | 302 | 66 | 368 | 1.29 |
| Agricultural implements..... | 7 | 108 | 115 | .40 |
| Wagons, carriages, tools, etc..... | 3 | 37 | 40 | .14 |
| Wines, liquors and beers..... | 230 | ..... | 230 | .80 |
| Household goods and furniture..... | 24 | 2 | 26 | .09 |
| Merchandise..... | 359 | 1,265 | 1,624 | 5.67 |
| Miscellaneous, other commodities not men- tioned above..... | 840 | 168 | 1,008 | 3.52 |
| Total tonnage—Minnesota..... | 14,076 | 14,599 | 28,675 | 100.00 |
| Total tonnage—Entire line..... | 14,076 | 14,599 | 28,675 | 100.00 |

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 20.60 | ..... | ..... | ..... | ..... | ..... | 20.60 | ..... | ..... | 20.60 |
| Miles of yard track and sidings | 1.28 | ..... | ..... | ..... | ..... | ..... | 1.28 | ..... | ..... | 1.28 |
| Total mileage operated (all tracks) .. | 21.88 | ..... | ..... | ..... | ..... | ..... | 21.88 | ..... | ..... | 21.88 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Minnesota | 20.60 | ..... | ..... | ..... | ..... | ..... | 20.60 | ..... | ..... | 20.60 |
| Total mileage operated (single track) .. | 20.60 | ..... | ..... | ..... | ..... | ..... | 20.60 | ..... | ..... | 20.60 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|---------------------------------------|------------------------|----------------------------|--|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| | Minnesota | 20.60 | | 20.60 | | |
| Total mileage owned (single track) | 20.60 | | 20.60 | | | 20.60 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

New Ties Laid During the Year—

| | |
|--|--------|
| Cedar, number | 10 |
| Average price at distributing point..... | \$0.30 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bitumi- nous. | Wood, Cords, Soft. | Total Fuel Consum- ed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|---------------------------------|--------------------------|------------------------------------|---------------|--|
| Passenger | 344 | 1 | 344 | 16,516 | 41.66 |
| Freight | 899 | 2 | 900 | 16,914 | 106.42 |
| Construction | 84 | ..... | 84 | 4,900 | 34.29 |
| Total..... | 1,327 | 3 | 1,328 | 38,330 | 69.29 |
| Average cost at distributing point.. | \$2.29 | \$1.32 | ..... | ..... | ..... |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|------------------------------|------------|---------|--|---------|---------------------|---------|--------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd |
| Coupling and uncoupling..... | | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Total..... | | 1 | ..... | ..... | ..... | ..... | ..... | 1 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---------------------------|-------------|---------|--------------|---------|-----------------------|---------|--------|---------|
| | | | Trespassing. | | Not Trespass- ing. | | Total. | |
| | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd |
| At highway crossings..... | | | | | | 1 | ..... | 1 |
| Total..... | | | | | | 1 | ..... | 1 |

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|---------------------|--------|---------------------------|---|---|--|-------------------|-----------------------------|--|--------------------|------------------------------|---|
| From | To | Miles. | Num- ber of Curves. | Aggreg't Length of Curved Line. Miles. | Length of Straight Line. Miles. | Length of Level Line. Miles. | Ascending Grades. | | | Descending Grades. | | |
| | | | | | | | No. | Sum of Ascents. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descents. Feet. | Aggregate Length of Descending Grades. Miles. |
| Winthrop, Minn. | New Ulm, Minn. | 20.60 | 28 | 5.06 | 15.54 | 5.22 | 30 | 2,974 | 10.51 | 18 | 1,038 | 4.87 |
| Total..... | ..... | 20.60 | 28 | 5.06 | 15.54 | 5.22 | 30 | 2,974 | 10.51 | 18 | 1,038 | 4.87 |

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|------------------|---------|-------------------------|-----------------------|-----------------------|
| Bridges— | | | | |
| Combination..... | 1 | 340 | ..... | ..... |
| Total..... | 1 | 340 | ..... | ..... |
| Trestles..... | 31 | 2,920 | 14 | 1,973 |

Gauge of track, 4 feet 8½ inches. 20.60 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making This Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|-----------------------------|-----------------------------|
| 19.00 | 19.00 | Western Union Telegraph Co. | Western Union Telegraph Co. |

Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

2. Date of organization? June 11, 1888.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. The Menominee & Sault Ste. Marie Railway Company was organized in the year.....under the general incorporation laws of Michigan. The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized in the year 1883, under the general incorporation laws of Wisconsin.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Said two companies were consolidated in the year 1886, under paragraphs 3343 and 3344, pages 854 and 855, Howell's Annotated Statutes of Michigan, and section 833, Supplement to the Revised Statutes of Wisconsin.

5. Date and authority for each consolidation? The Minneapolis & Pacific Railway Company was organized in the year 1884, and and the Minneapolis & St. Croix Railway Company in the year 1885, under the general incorporation laws of Minnesota.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Aberdeen, Bismarck & Northwestern Railway Company was organized in the year 1883, under the general incorporation laws of the Territory of Dakota. In the year 1888 the said consolidated company, the said Minneapolis & Pacific Railway Company and the said Minneapolis & St. Croix Railway Company, and the said Aberdeen, Bismarck & Northwestern Railway Company were consolidated and all their right, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs 66, 67 and 68, pages 381 and 382, General Laws of Minnesota for the year 1878, and chapter 94, General Laws of Minnesota for the year 1881, and chapter 46, General Laws of the Territory of Dakota for the year 1876.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|---------------------------|-------------------------|--------------------------------------|
| Thomas Lowry..... | Minneapolis, Minn. | First Tues- day in June, 1900. |
| John Martin | Minneapolis, Minn. | |
| W. D. Washburn | Minneapolis, Minn. | |
| J. S. Pillsbury..... | Minneapolis, Minn. | |
| Sir Wm. C. Van Horne | Montreal, Can. | |
| Thos. G. Shaughnessy..... | Montreal, Can. | |
| C. H. Pettit..... | Minneapolis, Minn. | |
| F. H. Peavey | Minneapolis, Minn. | |
| Wm. B. Dean | St. Paul, Minn. | |
| Wm. H. Bradley..... | Tomahawk, Wis. | |
| R. B. Angus | Montreal, Canada. | |

Total number of stockholders at date of last election? 110.

Date of last meeting of stockholders for election of directors? June 6, 1899.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? C. W. Gardner, Auditor, Minneapolis, Minn.

OFFICERS.

(Page 7.)

| Title. | Name. | Location of Office. |
|------------------------------|--------------------|---------------------|
| President | Thomas Lowry... | Minneapolis, Minn. |
| First vice president | John Martin..... | Minneapolis, Minn. |
| Secretary | C. F. Clement.... | Minneapolis, Minn. |
| Treasurer | C. F. Clement.... | Minneapolis, Minn. |
| Paymaster | W. C. Stone..... | Minneapolis, Minn. |
| General solicitor | A. H. Bright.... | Minneapolis, Minn. |
| Ass't solicitor..... | Henry P. Dike... | Minneapolis, Minn. |
| Auditor | C. W. Gardner... | Minneapolis, Minn. |
| Ass't auditor..... | E. T. Stone..... | Minneapolis, Minn. |
| General manager..... | E. Pennington... | Minneapolis, Minn. |
| Chief engineer | Thomas Green... | Minneapolis, Minn. |
| Division superintendent.... | G. R. Huntington.. | Minneapolis, Minn. |
| Division superintendent.... | C. P. Eckles..... | Enderlin, N. D. |
| Supt. of telegraph..... | Harry A. Tuttle.. | Minneapolis, Minn. |
| General freight agent..... | Wm. L. Martin... | Minneapolis, Minn. |
| Asst. gen. freight agent ... | Elam D. Parker.... | St. Paul, Minn. |
| Gen. passenger agent..... | W. R. Callaway.. | Minneapolis, Minn. |
| Asst. gen. pass. agent..... | W. S. Thorn..... | St Paul, Minn. |
| Land commissioner..... | D. W. Casseday .. | Minneapolis, Minn. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named | Miles of Line for Each Class of R'ds Named. |
|--|-----------------------|-----------------------|---|--|
| | From | To | | |
| 1. Minneapolis, St. Paul & S. S. Marie Railway— | | | | |
| a Main line..... | St. Croix river..... | North Dakota line.... | 224.60 | ..... |
| b Branches..... | Cardigan..... | St. Paul..... | 5.94 | ..... |
| | | | | 229.94 |
| 5. Northern Pacific Ry..... | St. Paul and Minneap | olis terminals..... | 15.65 | ..... |
| Minneapolis & St. Louis Ry.. | Minneapolis termina | ls..... | 1.62 | ..... |
| Chicago, Mil. & St. Paul..... | Minneapolis termina | ls..... | .70 | ..... |
| St. Paul Union Depot..... | St. Paul terminals... | ..... | .57 | ..... |
| | | | | 18.54 |
| Total..... | | | | 248.48 |

(Page 9.)

PROPERTY OPERATED.

| | | | | |
|--|---------------------------------|----------------------|----------|----------|
| 1. Minneapolis, St. P. & S. S. Marie Railway— | | | | |
| a Main line..... | S. S. Marie..... | Portal..... | 1,068.30 | ..... |
| b Branches and spurs..... | Northtown Jct..... | Camden Place..... | 1.01 | ..... |
| | North of Newhall..... | | 1.39 | ..... |
| | East from Gladstone..... | | 1.10 | ..... |
| | East from Gladstone..... | | 1.18 | ..... |
| | East from Masonville..... | | .44 | ..... |
| | East from Setif..... | | 1.79 | ..... |
| | South from Manistiguo..... | | 1.71 | ..... |
| | South from Cherry Valley..... | | .78 | ..... |
| | South from Hacco..... | | .61 | ..... |
| | South from Marblehead..... | | 1.42 | ..... |
| | North from Parking ton..... | | 2.30 | ..... |
| | North from Russell..... | | 4.77 | ..... |
| | Dresser Jct..... | St. Croix Falls..... | 4.05 | ..... |
| | North from Glen Flora..... | | .40 | ..... |
| | North from Prentice..... | | .53 | ..... |
| | North from Rhineland..... | | .58 | ..... |
| | North from Armstrong Creek..... | | 8.06 | ..... |
| | St. Paul..... | Cardigan Jct..... | 5.84 | ..... |
| | Hankinson..... | Braddock..... | 182.11 | ..... |
| | | | | 1,252.77 |
| 5. Northern Pacific Ry..... | St. Paul and Minneap | olis terminals..... | 15.65 | ..... |
| Mpls. & St. Louis Ry..... | Minneapolis termina | ls..... | 1.62 | ..... |
| Chicago, Mil. & St. Paul..... | Minneapolis termina | ls..... | .70 | ..... |
| St. Paul Union Depot..... | St. Paul terminals... | ..... | .57 | ..... |
| Duluth, So. Shore & At. Ry.. | S. S. Marie terminals | | 1.26 | ..... |
| | | | | 19.80 |
| Total..... | | | | 1,272.57 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Author- ized. | Par Value of Shares. | Total Par Value Author- ized. | Total Amount Issued and Outstand- ing. | Dividends Declared During Year. | |
|-------------------------------|---|----------------------------|--|--|------------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | 140,000 | \$100.00 | \$14,000,000 | \$14,000,000 | ..... | ..... |
| Capital stock, preferred..... | 70,000 | 100.00 | 7,000,000 | 7,000,000 | ..... | ..... |
| Total..... | 210,000 | \$100.00 | \$21,000,000 | \$21,000,000 | ..... | ..... |

REMARKS—All stock of the present company was issued in exchange for stock of the con-
stituent companies, under articles of consolidation, in June, 1893.

FUNDED DEBT
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

(Page 19.)

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|--|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|-----------|------------------|-----------------------------|--------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued During Year. | Amount Paid During Year. |
| Minneapolis Pacific Ry., first mortgage | Jan. 1, 1886 | Jan. 1, 1896 | \$4,290,000 | \$4,290,000 | \$3,108,000 | ..... | 4% | Jan. and July... | \$124,390.00 | \$177,280.00 |
| Minneapolis, S. S. M. & A. Ry., first mortgage | Jan. 1, 1886 | Jan. 1, 1896 | 10,000,000 | 10,000,000 | 8,290,000 | ..... | 4 & 5% | Jan. and July... | 831,240.00 | 831,460.00 |
| Minneapolis, St. P. & S. S. M., N. Y., consols. | July 1, 1888 | July 1, 1898 | 29,508,000 | 18,119,000 | 18,119,000 | ..... | 4% | Jan. and July... | 718,880.00 | 719,480.00 |
| Minneapolis, St. P. & S. S. M. Ry., second mortgage bonds | Jan. 1, 1890 | Jan. 1, 1949 | 5,000,000 | 3,500,000 | ..... | ..... | ..... | ..... | ..... | ..... |
| Minneapolis, St. P. & S. S. M., N. Y., income certificates.. | May 27, '90 | July 1, 1900 | \$48,798,000 | \$35,909,000 | \$29,508,000 | \$25,570,410.21 | ..... | ..... | \$1,174,480.00 | \$1,228,220.00 |
| Mortgage bonds ..... | ..... | ..... | 781,000 | 771,000 | 771,000 | 674,625.00 | ..... | ..... | ..... | ..... |
| Income bonds ..... | ..... | ..... | \$48,798,000 | \$35,909,000 | \$29,508,000 | \$25,570,410.21 | ..... | ..... | \$1,174,480.00 | \$1,228,220.00 |
| Grand total ..... | ..... | ..... | \$49,579,000 | \$36,680,000 | \$30,279,000 | \$26,245,035.21 | ..... | ..... | \$1,174,480.00 | \$1,228,220.00 |

(Page 18.)

EXPLANATORY REMARKS.

The cash realized on second mortgage bonds represents payment on account of the entire issue of \$3,500,000, to June 30, 1899.

(Page 21.)

FUNDED DEBT—Continued.

EQUIPMENT TRUST OBLIGATIONS.—A. General Statement.

| SERIES OR OTHER DESIGNATION. | Date of Issue. | Term. | Number of Payments. | | Equipment Covered. |
|--------------------------------|---------------------|---------------|---------------------|--|--|
| | | | | | |
| Victoria Rolling Stock Co..... | Sept. 27, 1898..... | 10 years..... | 20 | | * 1,000 box cars, 20 cabooses, 28 locomotives. |
| Victoria Rolling Stock Co..... | Aug. 2, 1897..... | 10 years..... | 20 | | + 500 box cars. |
| Wells-French Co..... | June 8, 1898..... | 5 years..... | 60 | | + 500 box cars. |

B. Statement of Amount.

| SERIES OR OTHER DESIGNATION. | Cash Paid on Delivery of Equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | | |
|--------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|---------------------|-----------------------------|--------------------------|-------|
| | | Original Amount. | Amount Outstanding. | Original Amount. | Amount Outstanding. | Amount Accrued During Year. | Amount Paid During Year. | Rate. |
| | | | | | | | | |
| Victoria Rolling Stock Co..... | \$153,764.01 | \$689,256.59 | \$375,507.78 | | | | | |
| Victoria Rolling Stock Co..... | 49,500.00 | 317,399.40 | 227,714.49 | | | | | |
| Wells-French Co..... | | 239,000.00 | 206,857.33 | \$31,613.20 | \$23,133.89 | \$8,429.31 | \$8,429.31 | 5% |
| Total..... | \$203,264.01 | \$1,545,655.99 | \$810,059.00 | \$31,613.20 | \$23,133.89 | \$8,429.31 | \$8,429.31 | 5% |

REMARKS.—* Represented by 20 semi-annual notes, 19 of \$41,816.80 and 1 of \$40,973.88, payable at Dominion Bank, Toronto, Canada, first payable June 1, 1894. † Represented by 20 semi-annual notes of \$13,394.97 each, payable at Dominion Bank, Toronto, Canada, first payable Feb. 1, 1898. ‡ Represented by 60 monthly notes of \$4,510.22, each payable at First National Bank, New York, first payable Oct. 15, 1898.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|-----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | \$35,909,000.00 | \$29,508,000.00 | \$1,174,490.00 | \$1,228,220.00 |
| Miscellaneous obligations—page 19..... | 771,000.00 | 771,000.00 | ..... | ..... |
| Income bonds—page 19..... | 1,545,655.99 | 835,245.49 | 8,429.31 | 8,429.31 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... |
| Total..... | \$38,225,655.99 | \$31,112,245.49 | \$1,182,909.31 | \$1,236,649.31 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|----------------|---|----------------|
| Cash..... | \$2,290,888.01 | Loans..... | \$1,285,241.05 |
| Bills receivable..... | 9,628.14 | Audited vouchers and accounts..... | 886,973.85 |
| Due from agents..... | 311,506.58 | Wages and salaries..... | 220,169.88 |
| Due from solvent companies and individuals..... | 208,705.97 | Matured interest coupons unpaid (including coupons due July 1)..... | 516,160.00 |
| Net traffic balance due from other companies..... | 100,006.55 | Rents due July 1..... | ..... |
| Total cash and current assets..... | \$2,911,835.25 | Miscellaneous..... | 76,494.26 |
| | | Total current liabilities..... | \$2,465,044.04 |
| | | Balance cash assets..... | 446,791.21 |
| Total..... | \$2,911,835.25 | Total..... | \$2,911,835.25 |

Materials and supplies on hand, \$577,982.89. See general balance sheet—page 49.

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|-----------------|-------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$21,000,000.00 | \$21,000,000.00 | ..... | 1,252.77 | \$16,762.85 |
| Bonds—page 19 (grand total)..... | 30,279,000.00 | 30,279,000.00 | ..... | 1,252.77 | 24,160.64 |
| Equipment trust obligations—page 21..... | 883,243.49 | 883,243.49 | ..... | 1,252.77 | 685.12 |
| Total..... | \$52,112,243.49 | \$52,112,243.49 | ..... | 1,252.77 | \$41,597.61 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|-----------------|-----------------|-----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Minneapolis, St. Paul & S. Ste. Marie Ry..... | \$21,000,000.00 | \$31,112,243.49 | \$52,112,243.49 | 1,252.77 | \$41,597.61 |
| Grand total..... | \$21,000,000.00 | \$31,112,243.49 | \$52,112,243.49 | 1,252.77 | \$41,597.61 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|--|---|------------------------------------|------------------------------------|--------------------|
| CONSTRUCTION— | | | | |
| Engineering | \$7,875.74 | \$448,889.11 | \$456,764.85 | \$364.80 |
| Right of way and station grounds | 9,099.21 | 906,089.44 | 975,738.65 | 778.37 |
| Grading | 1,061,441.00 | 4,561,826.44 | 6,518,207.44 | 5,199.09 |
| Bridges, trestles and culverts | 22,870.08 | 1,506,200.26 | 1,528,070.35 | 1,219.75 |
| Ties | 88,444.64 | 1,075,624.76 | 1,104,008.40 | 899.20 |
| Rails | 207,525.16 | 8,610,737.58 | 5,718,262.99 | 4,564.50 |
| Track fastenings | 44,746.96 | ..... | 44,746.96 | 35.72 |
| Frogs and switches | 2,285.87 | 80,322.59 | 82,625.46 | 65.65 |
| Ballast ..... | ..... | 961,827.28 | 961,827.28 | 767.84 |
| Tracklaying and surfacing | 74,977.29 | 591,806.08 | 608,590.88 | 532.82 |
| Fencing right of way | 4,448.90 | 159,804.40 | 164,248.50 | 131.10 |
| Crossings, cattle guards and signs | 888.60 | 44,188.66 | 44,572.26 | 35.58 |
| Telegraph lines | 8,909.81 | 175,408.96 | 184,218.17 | 147.13 |
| Station buildings and fixtures | 8,012.35 | 502,368.32 | 506,889.62 | 406.61 |
| Shops, roundhouses and turntables | 19,952.95 | 386,328.00 | 408,730.85 | 324.70 |
| Shop machinery and tools | 1,789.19 | 97,665.26 | 99,434.45 | 79.87 |
| Water stations | 9,780.32 | 282,066.66 | 291,350.81 | 232.96 |
| Fuel stations | 5,101.99 | ..... | 5,101.99 | 4.08 |
| Grain elevators ..... | ..... | 89,097.51 | 89,097.51 | 71.13 |
| Docks and wharves ..... | ..... | 441,668.08 | 441,668.08 | 352.28 |
| Sidings and yard extensions ..... | ..... | 472,914.73 | 473,914.73 | 377.50 |
| Legal expenses ..... | ..... | 21,895.04 | 21,895.04 | 17.08 |
| Interest and discount | 808,401.26 | 22,023,545.38 | 22,831,946.60 | 17,826.05 |
| General expenses | 8,739.25 | 892,568.96 | 401,808.21 | 320.34 |
| Total construction | \$2,490,373.79 | \$41,082,525.64 | \$48,572,999.48 | \$34,781.24 |
| EQUIPMENT— | | | | |
| Locomotives | *\$24,612.68 | \$1,102,113.46 | \$1,077,500.78 | \$890.10 |
| Passenger cars ..... | ..... | 206,845.29 | 206,845.29 | 165.11 |
| Sleeping, parlor and dining cars | *\$89.87 | 277,881.83 | 276,992.46 | 225.19 |
| Baggage, express and postal cars ..... | ..... | 45,199.08 | 45,199.08 | 36.06 |
| Combination cars ..... | ..... | 82,484.96 | 82,484.96 | 65.93 |
| Freight cars | 877,195.55 | 8,189,140.58 | 8,540,398.06 | 2,830.80 |
| Other cars of all classes | *1,470.00 | 207,179.14 | 205,709.14 | 164.20 |
| Total equipment | \$850,273.50 | \$8,040,794.24 | \$8,591,067.74 | \$4,308.83 |
| Total construction—page 27 | 2,490,373.79 | 41,082,525.64 | 48,572,999.48 | 34,781.24 |
| Grand total cost construction, equip- ment, etc. | \$2,840,647.29 | \$46,123,319.88 | \$48,968,967.17 | \$39,884.56 |
| Total cost construction, equipment, etc.—State of Minnesota | \$182,556.83 | \$10,081,677.55 | \$10,164,238.88 | \$44,208.35 |

* Deduct.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|----------------|----------------|
| Gross earnings from operation—page 35 | \$4,348,585.04 | |
| Less operating expenses—page 45 | 2,589,604.57 | |
| Income from operation | | \$1,758,980.47 |
| Interest on bonds owned—page 39 | \$2,625.00 | |
| Income from other sources | | 2,625.00 |
| Total income | | \$1,761,605.47 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23 | \$1,142,269.31 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for | 68,288.06 | |
| Taxes | 175,990.85 | |
| Total deductions from income | | \$1,386,548.22 |
| Net income | | \$375,057.25 |
| Surplus from operations of year ending June 30, 1899 | \$375,057.25 | |
| Deficit on June 30, 1898 (from "general balance sheet," 1898 report) | 595,048.95 | |
| Deficit on June 30, 1899 (for entry on "general balance sheet"—page 49) | | \$219,991.70 |

(Page 30.)

EXPLANATORY REMARKS.

Difference between \$1,142,269.31, on page 31, and \$1,182,909.31, on page 23, represents that proportion of interest on bonds charged to newly constructed line.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|---|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue | \$215,298.52 | | |
| Total passenger revenue | | | \$215,298.52 |
| Mail | \$37,555.49 | | |
| Express | 11,599.20 | | |
| Extra baggage and storage | 2,313.01 | | |
| Other items | 3,861.97 | | 55,329.67 |
| Total passenger earnings | | | \$270,628.19 |
| FREIGHT— | | | |
| Freight revenue | \$1,254,219.16 | | |
| Total freight revenue | | | 1,254,219.16 |
| Other items | \$360.71 | | 360.71 |
| Total freight earnings | | | \$1,254,579.87 |
| Total passenger and freight earnings | | | \$1,525,208.06 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Telegraph earnings | 5,822.80 | | |
| Other sources—loss | 260.63 | | |
| Total other earnings | | | 5,562.17 |
| Total gross earnings from operation—Minnesota | | | \$1,530,770.23 |
| Total gross earnings from operation—entire line | | | \$4,348,585.04 |

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

| NAME. | Total Par Value. | Rate. | Income or Dividend Received. | Valuation. |
|-------------------------------------|------------------|-------|------------------------------|--------------|
| Capital stock of this company | \$225,000.00 | ..... | ..... | \$225,000.00 |
| Minnesota Transfer Ry..... | 7,000.00 | ..... | ..... | 7,000.00 |
| Total..... | \$232,000.00 | ..... | ..... | \$232,000.00 |

B. Other Stocks.

| | | | | |
|----------------------------------|--------------|-------|------------|--------------|
| New Jersey Bridge Co | \$500.00 | ..... | ..... | \$500.00 |
| St. Paul Union Depot stock | 43,750.00 | ..... | \$2,625.00 | 43,750.00 |
| Western Express Co | 25,000.00 | ..... | ..... | 25,000.00 |
| Total..... | \$69,250.00 | ..... | \$2,625.00 | \$69,250.00 |
| Grand total—A and B..... | \$301,850.00 | ..... | \$2,625.00 | \$301,850.00 |

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

| NAME. | Total Par Value. | Rate Per Cent. | Income or Interest Received. | Valuation. |
|--|------------------|----------------|------------------------------|------------|
| Minnesota Transfer Ry. Co., mt'ge bond | \$1,000.00 | 4 | ..... | \$1,000.00 |
| Total..... | \$1,000.00 | ..... | ..... | \$1,000.00 |

B. Other Bonds.

| | | | | |
|--------------------------|-------------|-------|-------|-------------|
| Chapin Mining Co..... | \$40,200.00 | 6 | ..... | \$40,200.00 |
| Total..... | \$40,200.00 | ..... | ..... | \$40,200.00 |
| Grand total—A and B..... | \$41,200.00 | ..... | ..... | \$41,200.00 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|---------------------|
| Repairs of roadway | \$283,362.51 |
| Renewals of rails..... | 2,700.10 |
| Renewals of ties..... | 94,964.33 |
| Repairs and renewals of bridges and culverts..... | 75,633.23 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 7,018.76 |
| Repairs and renewals of buildings and fixtures..... | 53,432.36 |
| Repairs and renewals of docks and wharves..... | 10,319.95 |
| Repairs and renewals of telegraph..... | 8,571.88 |
| Stationery and printing | 460.69 |
| Total..... | \$536,463.81 |

MAINTENANCE OF EQUIPMENT.

| | |
|---|---------------------|
| Superintendence..... | \$5,730.06 |
| Repairs and renewals of locomotives | 145,398.30 |
| Repairs and renewals of passenger cars | 58,876.51 |
| Repairs and renewals of freight cars | 208,694.49 |
| Repairs and renewals of work cars | 8,346.92 |
| Repairs and renewals of shop machinery and tools..... | 19,013.38 |
| Stationery and printing | 1,167.96 |
| Other expenses..... | 15,494.25 |
| Total..... | \$462,721.87 |

CONDUCTING TRANSPORTATION.

| | |
|---|-----------------------|
| Superintendence | \$61,152.48 |
| Engine and roundhouse men | 251,929.14 |
| Fuel for locomotives | 278,858.08 |
| Water supply for locomotives | 13,595.55 |
| Oil, tallow and waste for locomotives..... | 10,058.50 |
| Other supplies for locomotives..... | 3,982.93 |
| Train service | 191,340.95 |
| Train supplies and expenses | 45,947.73 |
| Switchmen, flagmen and watchmen..... | 88,984.98 |
| Telegraph expenses..... | 52,747.06 |
| Station service | 154,894.67 |
| Station supplies..... | 13,514.98 |
| Switching charges—balance..... | *2,897.99 |
| Car mileage—balance..... | *55,429.05 |
| Hire of equipment—balance..... | *3,868.17 |
| Loss and damage | 19,698.57 |
| Injuries to persons..... | 29,981.07 |
| Clearing wrecks..... | 3,805.34 |
| Operating marine equipment—including dock..... | 34,587.50 |
| Advertising..... | 12,812.13 |
| Outside agencies | 94,692.86 |
| Stock yards and elevators..... | 5,706.61 |
| Rents for tracks, yards and terminals—page 47, B..... | 204,010.81 |
| Rents of buildings and other property | *2,531.99 |
| Stationery and printing | 12,949.15 |
| Other expenses | 5,090.34 |
| Total..... | \$1,473,614.08 |

* Deduct.

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|---------------------|
| Salaries of general officers..... | \$25,083.25 |
| Salaries of clerks and attendants..... | 42,511.91 |
| General office expenses and supplies..... | 13,888.11 |
| Insurance..... | 12,498.65 |
| Law expenses..... | 13,672.49 |
| Stationery and printing (general offices)..... | 2,496.88 |
| Other expenses..... | 6,653.57 |
| Total..... | \$116,804.86 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$536,483.81 |
| Maintenance of equipment..... | 462,721.87 |
| Conducting transportation..... | 1,473,614.03 |
| General expenses..... | 116,804.86 |
| Grand total..... | \$2,589,604.57 |
| Percentage of expenses to earnings—entire line..... | 59.55 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|---------------------|
| Maintenance of way and structures..... | \$116,811.42 |
| Maintenance of equipment..... | 116,554.14 |
| Conducting transportation..... | 530,595.81 |
| General expenses..... | 30,459.49 |
| Total..... | \$794,420.86 |
| Percentage of expenses to earnings—Minnesota..... | 51.89 |

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|--------------------------|------------------------------------|---|-------------|---------------------|
| Tracks between.. | Minneapolis and St. Paul | Northern Pacific..... | \$16,704.00 | ..... |
| Tracks between.. | 3d ave. N. and 20th ave. S. | Mpls., Mpls. & St. L. Ry. | 7,907.76 | ..... |
| Tracks..... | No. T. Jct. & M. & St. L. Ry. | Northern Pacific..... | 11,956.92 | ..... |
| Tracks..... | B. S. Wright. Add to Shoreham..... | Northern Pacific..... | 1,335.00 | ..... |
| Tracks..... | North T. Jct. & Shoreham | Northern Pacific..... | 683.40 | ..... |
| Total..... | | | | \$38,587.08 |
| Bridges..... | S. S. Marie..... | New Jersey B. Co..... | \$21,711.05 | ..... |
| Terminals..... | S. S. Marie..... | Duluth, S. S. & A. Ry.... | 8,000.00 | ..... |
| Terminals..... | Minneapolis..... | Northern Pacific Ry..... | 20,242.68 | ..... |
| Terminals..... | St. Paul..... | Northern Pacific Ry..... | 32,086.24 | ..... |
| Terminals..... | Minneapolis..... | Chgo., Mil. & St. Paul Ry. | 10,712.10 | ..... |
| Total..... | | | | \$87,702.07 |
| Grand total..... | | | | \$126,289.15 |
| Operating above | yards and terminals..... | | | 77,721.66 |
| | | | | \$204,010.81 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

| JUNE 30, 1898. | | ASSETS. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|-----------------|---|-----------------|-----------------|----------------------------|----------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$41,082,525.64 | | Cost of road—page 27..... | \$43,572,890.43 | | \$2,490,373.79 | |
| 5,040,704.24 | | Cost of equipment—page 29..... | 5,391,087.74 | | 350,273.50 | |
| 294,850.00 | | Stocks owned—page 37..... | 301,850.00 | | 7,000.00 | |
| 204,300.00 | | Bonds owned—page 39..... | 41,200.00 | | 1,000.00 | |
| 5,441,088.08 | | Advances new branches, including A., B. & N. W. Ry..... | 3,849,306.58 | | | |
| 5,340,565.53 | | Cash on hand..... | 231,815.56 | | | \$1,598,682.35 |
| 1,084,690.82 | | Cash and current assets—page 23..... | 2,911,335.25 | | 1,826,704.43 | 8,740.97 |
| | | Other Assets— | | | | |
| 498,749.54 | | Materials and supplies..... | 377,982.89 | | | 58,707.15 |
| 500,048.95 | | Profit and loss—page 31 (or 33)..... | 219,991.70 | | | 375,037.25 |
| | | Grand total..... | | \$56,891,448.05 | \$2,694,145.00 | |
| | \$54,257,906.65 | | | | | |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | LIABILITIES. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|-----------------|---|-----------------|-----------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$21,000,000.00 | | Capital stock—page 17..... | \$21,000,000.00 | ..... | ..... | ..... |
| 29,829,646.81 | | Funded debt—page 23..... | 31,112,243.49 | ..... | ..... | ..... |
| | | Second mortgage bonds subscription..... | 2,206,161.12 | ..... | ..... | ..... |
| 8,319,657.84 | | Current liabilities—page 23..... | 2,465,044.04 | ..... | ..... | ..... |
| 88,000.00 | | Real estate mortgages..... | 88,000.00 | ..... | ..... | ..... |
| 25,000.00 | | Bills payable account Western Express Co..... | 25,000.00 | ..... | ..... | ..... |
| | | Grand total..... | ..... | \$56,891,448.05 | \$2,694,145.00 | ..... |
| ..... | \$54,257,303.65 | | | | | |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Extension from Kulm to Hebard, N. D., 77.57 miles, completed Oct. 16, 1898.

7. \$3,500,000 second mortgage 50 years gold bonds issued—4 per cent.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Western Express—This express company operates over the lines of the Minneapolis, St. Paul & Sault Ste. Marie Railway and the Duluth, South Shore & Atlantic Railway, the net earnings being divided between the companies.

2. United States Postoffice Department—R 141058, St. Paul to Fairmount, \$186.26 per mile, 202.31 miles. R 139059, Minneapolis to Sault Ste. Marie, \$135.95 per mile, 493.10 miles.

3. Sleepers and Diners—This company owns its sleepers and diners, and operates them jointly with the Canadian Pacific Railway.

7. Telegraph Company—This company owns and operates its telegraph line.

(Page 57.) SECURITY FOR FUNDED DEBT—PAGE 23.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Income Mortgaged. |
|---|--------------------------------|-------------------------------|----------|--------------------------------------|------------------------|
| | From. | To. | Miles. | | |
| Minneapolis & Pacific Ry., first mortgage | Minneapolis | Boynton, N. D. | 287.60 | \$10,810.00 | ..... |
| Minneapolis, S. M. & A. Ry., first mortgage | Minneapolis and branches | Sault Ste. M., St. Paul... .. | 500.73 | 15,586.00 | ..... |
| Minneapolis, St. P. & S. Ste. Marie, first mortgage | Sault Ste. Marie | Portal, N. D. | 1,252.77 | 14,463.00 | ..... |

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensation. |
|--|---------|---------------------------------------|------------------------------------|-----------------------------------|
| General officers..... | 2 | 730 | \$4,765.82 | \$6.53 |
| Other officers..... | 3 | 1,095 | 9,415.55 | 8.59 |
| General office clerks..... | 26 | 19,490 | 18,929.31 | 1.99 |
| Station agents..... | 32 | 11,680 | 18,404.42 | 1.58 |
| Other stationmen..... | 37 | 13,505 | 18,151.73 | 1.34 |
| Enginemen..... | 31 | 11,315 | 60,139.96 | 5.32 |
| Conductors..... | 19 | 6,935 | 22,930.88 | 3.30 |
| Other trainmen..... | 59 | 21,535 | 32,154.76 | 1.49 |
| Machinists..... | 102 | 31,416 | 54,032.54 | 1.72 |
| Carpenters..... | 90 | 30,492 | 54,325.74 | 1.78 |
| Other shopmen..... | 125 | 38,500 | 67,267.54 | 1.75 |
| Section foremen..... | 34 | 12,410 | 18,075.41 | 1.46 |
| Other trackmen..... | 1,196 | 29,568 | 35,251.68 | 1.19 |
| Switchmen, flagmen and watchmen..... | 23 | 7,084 | 18,220.05 | 2.57 |
| Telegraph operators and dispatchers..... | 15 | 5,475 | 9,263.03 | 1.69 |
| All other employes and laborers..... | 182 | 56,056 | 84,704.66 | 1.51 |
| Roadmasters..... | 3 | 1,095 | 3,471.48 | 3.25 |
| Outside agencies..... | 5 | 1,825 | 3,663.54 | 2.01 |
| Total (inc. general officers)—Minnesota..... | 893 | 290,206 | \$533,167.50 | \$1.84 |
| Less general officers..... | 2 | 730 | 4,765.82 | 6.53 |
| Total (exc. general officers)—Minnesota..... | 891 | 289,476 | \$528,401.68 | \$1.83 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration..... | 31 | 11,315 | \$33,110.68 | \$2.92 |
| Maintenance of way and structures..... | 160 | 44,613 | 72,626.85 | 1.63 |
| Maintenance of equipment..... | 466 | 150,304 | 238,626.72 | 1.59 |
| Conducting transportation..... | 236 | 83,974 | 188,803.25 | 2.25 |
| Total (inc. general officers)—Minnesota..... | 892 | 290,206 | \$533,167.50 | \$1.84 |
| Less general officers..... | 2 | 730 | 4,765.82 | 6.53 |
| Total (exc. general officers)—Minnesota..... | 890 | 289,476 | \$528,401.68 | \$1.83 |
| Total (inc. general officers)—Entire line..... | 2,618 | 864,370 | \$1,617,590.16 | \$1.88 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. |
|---|--|-------------------------------------|
| | | Dols. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 169,008 | ..... |
| Number of passengers carried one mile..... | 10,649,522 | ..... |
| Number of passengers carried one mile per mile of road..... | 42,850 | ..... |
| Average distance carried..... | 62.79 | ..... |
| Total passenger revenue—page 35..... | | 215,298.52 |
| Average amount received from each passenger..... | | 1.26.939 |
| Average receipts per passenger per mile..... | | .02.021 |
| Total passenger earnings—page 35..... | | 270,628.19 |
| Passenger earnings per mile of road..... | | 1,080.13 |
| Passenger earnings per train mile..... | | 1.04.905 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue..... | 1,669,179 | ..... |
| Number of tons carried one mile..... | 140,068,534 | ..... |
| Number of tons carried one mile per mile of road..... | 506,116 | ..... |
| Average distance haul of one ton..... | 82.79 | ..... |
| Total freight revenue—page 35..... | | 1,254,219.16 |
| Average amount received for each ton of freight..... | | .73.813 |
| Average receipts per ton per mile..... | | .890 |
| Total freight earnings—page 35..... | | 1,254,579.87 |
| Freight earnings per mile of road..... | | 5,049.02 |
| Freight earnings per train mile..... | | 2.68.827 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 1,469,517.68 |
| Passenger and freight revenue per mile of road..... | | 5,914.03 |
| Passenger and freight earnings—page 35..... | | 1,525,204.06 |
| Passenger and freight earnings per mile of road..... | | 6,138.15 |
| Gross earnings from operation—page 35..... | | 1,580,770.23 |
| Gross earnings from operation per mile of road..... | | 6,160.53 |
| Gross earnings from operation per train mile..... | | 2.04.816 |
| Operating expenses—page 45..... | | 794,420.96 |
| Operating expenses per mile of road..... | | 8,197.12 |
| Operating expenses per train mile..... | | 1.06.296 |
| Income from operation—page 31..... | | 736,349.87 |
| Income from operation per mile of road..... | | 2,963.41 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 257,973 | ..... |
| Miles run by freight trains..... | 416,028 | ..... |
| Miles run by mixed trains..... | 73,886 | ..... |
| Total mileage trains earning revenue..... | 747,886 | ..... |
| Miles run by switching trains..... | 154,480 | ..... |
| Miles run by construction and other trains..... | 73,886 | ..... |
| Grand total train mileage..... | 923,278 | ..... |
| Mileage of loaded freight cars—north or east..... | 4,189,491 | ..... |
| Mileage of loaded freight cars—south or west..... | 5,111,386 | ..... |
| Mileage of empty freight cars—north or east..... | 1,502,838 | ..... |
| Mileage of empty freight cars—south or west..... | 812,568 | ..... |
| Average number of freight cars in train..... | 25 | ..... |
| Average number of loaded cars in train..... | 20 | ..... |
| Average number of empty cars in train..... | 5 | ..... |
| Average number of tons of freight in train..... | 290 | ..... |
| Average number of tons of freight in each loaded car..... | 15.12 | ..... |

524 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Rev- enue and Rates. | | |
|--|--|------------------------------------|-------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 354,908 | ..... | ..... | ..... |
| Number of passengers carried one mile..... | 32,917,291 | ..... | ..... | ..... |
| Number of passengers carried one mile per mile of road..... | 25,867 | ..... | ..... | ..... |
| Average distance carried, miles..... | 92.91 | ..... | ..... | ..... |
| Total passenger revenue—page 35..... | ..... | \$621,792.95 | ..... | ..... |
| Average amount received from each passenger..... | ..... | 1.75.495 | ..... | ..... |
| Average receipts per passenger per mile..... | ..... | .01.889 | ..... | ..... |
| Total passenger earnings—page 35..... | ..... | 893,040.52 | ..... | ..... |
| Passenger earnings per mile of road..... | ..... | 701.76.141 | ..... | ..... |
| Passenger earnings per train mile..... | ..... | .89.282 | ..... | ..... |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 2,750,513 | ..... | ..... | ..... |
| Number of tons carried one mile..... | 562,041,591 | ..... | ..... | ..... |
| Number of tons carried one mile per mile of road..... | 466,963 | ..... | ..... | ..... |
| Average distance haul of one ton..... | 215.25 | ..... | ..... | ..... |
| Total freight revenue—page 35..... | ..... | 3,426,985.96 | ..... | ..... |
| Average amount received for each ton of freight..... | ..... | 1.24.594 | ..... | ..... |
| Average receipts per ton per mile..... | ..... | .579 | ..... | ..... |
| Total freight earnings—page 35..... | ..... | 3,429,186.53 | ..... | ..... |
| Freight earnings per mile of road..... | ..... | 2,694.69 | ..... | ..... |
| Freight earnings per train mile..... | ..... | 1.78.003 | ..... | ..... |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | ..... | 4,048,778.91 | ..... | ..... |
| Passenger and freight revenue per mile of road..... | ..... | 3,181.58 | ..... | ..... |
| Passenger and freight earnings—page 35..... | ..... | 4,322,227.05 | ..... | ..... |
| Passenger and freight earnings per mile of road..... | ..... | 3,396.45 | ..... | ..... |
| Gross earnings from operation—page 35..... | ..... | 4,348,585.04 | ..... | ..... |
| Gross earnings from operation per mile of road..... | ..... | 3,417.17 | ..... | ..... |
| Gross earnings from operation per train mile..... | ..... | 1.48.868 | ..... | ..... |
| Operating expenses—page 45..... | ..... | 2,589,604.57 | ..... | ..... |
| Operating expenses per mile of road..... | ..... | 2,034.94 | ..... | ..... |
| Operating expenses per train mile..... | ..... | .88.651 | ..... | ..... |
| Income from operation—page 31..... | ..... | 1,758,980.47 | ..... | ..... |
| Income from operation per mile of road..... | ..... | 1,382.23 | ..... | ..... |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 904,662 | ..... | ..... | ..... |
| Miles run by freight trains..... | 1,634,114 | ..... | ..... | ..... |
| Miles run by mixed trains..... | 382,328 | ..... | ..... | ..... |
| Total mileage trains earning revenue..... | 2,921,104 | ..... | ..... | ..... |
| Miles run by switching trains..... | 399,974 | ..... | ..... | ..... |
| Miles run by construction and other trains..... | 117,668 | ..... | ..... | ..... |
| Grand total train mileage..... | 3,438,746 | ..... | ..... | ..... |
| Mileage of loaded freight cars—north or east..... | 18,118,337 | ..... | ..... | ..... |
| Mileage of loaded freight cars—south or west..... | 20,557,759 | ..... | ..... | ..... |
| Mileage of empty freight cars—north or east..... | 4,909,071 | ..... | ..... | ..... |
| Mileage of empty freight cars—south or west..... | 3,874,765 | ..... | ..... | ..... |
| Average number of freight cars in train..... | 25 | ..... | ..... | ..... |
| Average number of loaded cars in train..... | 20 | ..... | ..... | ..... |
| Average number of empty cars in train..... | 5 | ..... | ..... | ..... |
| Average number of tons of freight in train..... | 308 | ..... | ..... | ..... |
| Average number of tons of freight in each loaded car..... | 15 | ..... | ..... | ..... |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road. Tons. | Freight Received from Con- necting Roads and Other Carriers. Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|---|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | 418,981 | 2,701 | 416,682 | 24.52 |
| Flour | 529,806 | 22 | 529,590 | 19.38 |
| Other mill products | 17,202 | 846 | 17,548 | 1.08 |
| Hay | 8,484 | 21 | 8,485 | .21 |
| Fruit and vegetables | 5,880 | 4,704 | 10,624 | .62 |
| Other products of agriculture | 997 | ..... | 997 | .05 |
| Live stock | 14,323 | 185 | 14,468 | .85 |
| Dressed meats | 6,760 | 87 | 6,797 | .40 |
| Poultry, game and fish | 708 | 8,848 | 4,066 | .24 |
| Wool | 2,596 | ..... | 2,596 | .14 |
| Hides and leather | 521 | 259 | 780 | .05 |
| Anthracite coal | 539 | 87,798 | 88,532 | 2.26 |
| Bituminous coal | 2,514 | 70,864 | 72,668 | 4.28 |
| Ores ..... | ..... | 9,082 | 9,082 | .53 |
| Stone, sand and other like articles | 752 | 198 | 940 | .06 |
| Salt | 168 | 8,945 | 4,108 | .24 |
| Lumber | 447,595 | 65,596 | 512,921 | 30.19 |
| Charcoal | 76 | 16 | 92 | .01 |
| Petroleum and other oils | 4,596 | 6,881 | 11,426 | .67 |
| Sugar | 1,483 | 7,881 | 9,546 | .55 |
| Iron, pig and bloom | 11,801 | 808 | 11,609 | .68 |
| Iron and steel rails | 8,999 | 8,979 | 12,078 | .75 |
| Other castings and machinery | 9,616 | 11,165 | 20,781 | 1.22 |
| Bar and sheet metal | 17,140 | 18,508 | 30,648 | 1.80 |
| Cement, brick and lime | 10,569 | 2,071 | 12,640 | .74 |
| Agricultural implements | 7,966 | 985 | 88,661 | .51 |
| Wagons, carriages, tools, etc | 980 | 607 | 1,587 | .09 |
| Wines, liquors and beers | 6,125 | 817 | 6,442 | .38 |
| Household goods and furniture | 7,851 | 119 | 6,970 | .47 |
| Mercandise | 84,514 | 18,685 | 52,947 | 3.12 |
| Miscellaneous—Other commodities not men- tioned above | 85,424 | 81,904 | 67,828 | 3.96 |
| Total tonnage—Minnesota | 1,402,962 | 296,817 | 1,699,179 | 100.00 |
| Total tonnage—Entire line | 2,065,881 | 654,682 | 2,750,513 | ..... |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted With Automatic Coupler. | | | |
|---|------------------------------|---------------------------------|---------------------------------------|------------------|--|------------|---------|-----|
| | | | No. | Name. | No. | Name. | | |
| LOCOMOTIVES—Owned and leased— | | | | | | | | |
| Passenger | | 23 | 23 | Westinghouse ... | 23 | Washburn. | | |
| Freight | | 69 | 69 | Westinghouse ... | 56 | Washburn. | | |
| Switching | | 10 | { 1 | Westinghouse ... | 10 | Trojan. | | |
| | | | | American steam. | 10 | Washburn. | | |
| Total locomotives in service..... | | 102 | 102 | | 99 | | | |
| Less locomotives leased | | 26 | 26 | Westinghouse ... | 26 | Washburn. | | |
| Total locomotives owned | | 76 | 76 | | 73 | | | |
| CARS—Owned and leased: | | | | | | | | |
| IN PASSENGER SERVICE— | | | | | | | | |
| First-class cars..... | | 15 | 15 | Westinghouse ... | 15 | Wash- | Trojan. | |
| Second class cars..... | | 14 | 14 | Westinghouse ... | 14 | burn. | 1 | 15 |
| Combination cars..... | | 6 | 6 | Westinghouse ... | 6 | | | 18 |
| Emigrant cars..... | | 20 | 20 | Westinghouse ... | 20 | | | 6 |
| Dining cars..... | | 3 | 3 | Westinghouse ... | 3 | 20 | | 20 |
| Sleeping cars..... | | 8 | 8 | Westinghouse ... | 8 | 1 | | 2 |
| Baggage, express and postal cars..... | | 18 | 18 | Westinghouse ... | 18 | | | 8 |
| | | | | Westinghouse ... | 18 | 16 | | 2 |
| Total..... | | 84 | 84 | | 84 | 38 | 46 | |
| IN FREIGHT SERVICE— | | | | | | | | |
| Box cars | 468 | 5,757 | 4,066 | Westinghouse ... | 5,691 | Wash- | 183 | 905 |
| Flat cars..... | | 636 | 230 | Westinghouse ... | 423 | burn. | 2 | |
| Stock cars..... | | 99 | 1 | Westinghouse ... | 96 | 426 | | |
| Coal cars..... | | 49 | | Westinghouse ... | 96 | 96 | | |
| Refrigerator cars..... | 20 | 33 | 33 | Westinghouse ... | 17 | | | |
| Other cars in freight service*..... | 20 | 180 | 180 | Westinghouse ... | 33 | 20 | | 13 |
| | | | | Westinghouse ... | 160 | 8 | | 5 |
| Total..... | 508 | 6,804 | 4,540 | | 6,425 | 5110 | 185 | 938 |
| IN COMPANY'S SERVICE— | | | | | | | | |
| Officers' and pay cars..... | | 2 | 2 | Westinghouse ... | 1 | H. Miller. | | |
| Gravel cars..... | | 51 | 51 | Westinghouse ... | 29 | B. Miller. | | |
| Derrick cars..... | | 3 | 1 | Westinghouse ... | 2 | Washburn. | | |
| Caboose cars..... | | 68 | | | 47 | 82 Washb. | | |
| Other road cars..... | | 8 | | | 8 | 6 Hein. | | |
| | | | | | | 9 Trojan. | | |
| | | | | | | Washburn. | | |
| Total..... | | 182 | 54 | | 83 | | | |
| Total cars in service..... | | 7,020 | 4,678 | | 6,592 | | | |
| Less cars leased..... | | 2,420 | 1,965 | | 2,420 | | | |
| Total cars owned..... | | 4,600 | 2,713 | | 4,172 | | | |
| Cars contributed to fast fr't line..... | | 471 | 471 | | 471 | | | |

*147 cars, equipment fitted with Janney automatic coupler.

(Page 64.)

EXPLANATORY REMARKS.

Other Cars in Freight Service—

10 furniture cars—10 Westinghouse. 5 Washburn, 5 Trojan.

150 ore cars—150 Westinghouse. 3 Washburn, 147 Janney.

20 logging cars—20 Westinghouse.

Other Cars in Company Service—

2 ditchers, no train brake—2 Washburn. 2 pile drivers, no train brake—1 Washburn.

3 steam shovels, no train brake. 1 rotary snow plow, no train brake.

(Page 57.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprie- tary Con- panies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Con- structed During Year. | RAILS. | |
|--|------------------------------------|---------------------|------------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-------------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| | | | | | | | | | | |
| Miles of single track..... | 1,089.81 | 213.46 | ..... | ..... | ..... | 19.80 | 1,272.57 | 77.57 | ..... | 1,272.57 |
| Miles of yard track and sidings, main line and branches..... | 189.62 | ..... | ..... | ..... | ..... | ..... | 189.62 | ..... | ..... | 189.62 |
| Total mileage operated (all tracks) .. | 1,198.98 | 213.46 | ..... | ..... | ..... | 19.80 | 1,452.19 | 77.57 | ..... | 1,412.99 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | 191.09 | 17.39 | ..... | ..... | ..... | 1.28 | 209.74 | ..... | ..... | ..... |
|---------------------------------------|----------|--------|-------|-------|-------|-------|----------|-------|-------|----------|
| Michigan..... | 262.80 | 8.62 | ..... | ..... | ..... | ..... | 271.42 | ..... | ..... | 268.48 |
| Wisconsin..... | 224.60 | 6.84 | ..... | ..... | ..... | 18.64 | 238.48 | ..... | ..... | 271.42 |
| Minnesota..... | 560.82 | 182.11 | ..... | ..... | ..... | ..... | 642.93 | 77.57 | ..... | 238.94 |
| North Dakota..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 542.93 |
| Total mileage operated (single track) | 1,089.81 | 213.46 | ..... | ..... | ..... | 19.80 | 1,272.57 | 77.57 | ..... | 1,262.77 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK | | Total Mileage Owned. | New Line Constructed During Year | RAILS. | |
|---|-----------------------------------|---------------------|----------------------|----------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| | | | | | | |
| Michigan..... | 191.09 | 17.89 | 208.48 | ..... | ..... | 208.48 |
| Wisconsin..... | 262.80 | 8.62 | 271.42 | ..... | ..... | 271.42 |
| Minnesota..... | 224.60 | 6.84 | 233.94 | ..... | ..... | 233.94 |
| North Dakota..... | 560.82 | 182.11 | 642.93 | 77.57 | ..... | 542.93 |
| Total mileage owned (single track)..... | 1,089.81 | 213.46 | 1,262.77 | 77.57 | ..... | 1,262.77 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| | | | | | | | | | | |
| Miles of single track..... | 224.60 | 5.34 | ..... | ..... | ..... | 18.54 | 248.48 | ..... | ..... | 229.94 |
| Miles of yard track and sidings (main line and branches) | 42.37 | ..... | ..... | ..... | ..... | ..... | 42.37 | ..... | ..... | 42.37 |
| Total mileage operated (all tracks) . | 266.97 | 5.34 | ..... | ..... | ..... | 18.54 | 290.85 | ..... | ..... | 272.31 |

B. Mileage of Line Operated by States and Territories (Single Track).

(See page 66.)

C. Mileage of Line Owned by States and Territories (Single Track).

(See page 66.)

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|-------|-----------------|--|----------------------------|---------|--------------------------------------|
| Kind. | Tons. | Weight Per Yard | Av. Price Per Ton at Distributing Point. | Kind. | Number. | Average Price at Distributing Point. |
| Steel..... | 63.3 | 60 | \$17.90 | Hard..... | 11,048 | 36.5 |
| Total..... | 63.3 | | \$17.90 | Soft..... | 39,364 | 21.5 |
| | | | | Culled soft..... | 9,839 | 09 |
| | | | | Switch..... | 840 | 55 |
| | | | | Bridge..... | 692 | 43 |
| | | | | Total..... | 61,783 | 22.8 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, tons, Bituminous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|-------------------------|--------------------|----------------------------|------------|-----------------------------------|
| Passenger..... | 6,944.35 | 127.29 | 7,007.99 | 288,884 | 48.52 |
| Freight..... | 30,142.59 | 399.30 | 30,342.24 | 656,471 | 92.44 |
| Switching..... | | | | | |
| Construction..... | 1,072.58 | 4.92 | 1,075.04 | 24,662 | 87.18 |
| Total..... | 38,159.52 | 531.51 | 38,425.27 | 970,017 | 79.23 |
| Average cost at distributing point.. | \$2.10 | \$1.41 | | | |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--------------------------------------|------------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling..... | 1 | 8 | ..... | 1 | ..... | ..... | 1 | 9 |
| Falling from trains and engines..... | 1 | 1 | ..... | 2 | ..... | 1 | 1 | 4 |
| Overhead obstructions..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 2 |
| Collisions..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Deraillments..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| At stations..... | ..... | 2 | ..... | ..... | ..... | 3 | ..... | 5 |
| Other causes..... | 2 | 11 | ..... | 8 | ..... | 62 | 2 | 76 |
| Total..... | 4 | 26 | ..... | 6 | ..... | 66 | 4 | 96 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---------------------------|-------------|---------|--------------|---------|---------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Collisions..... | | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| At highway crossings..... | | | 2 | ..... | ..... | ..... | 2 | ..... |
| At stations..... | | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Other causes..... | | 1 | 2 | 4 | ..... | ..... | 2 | 4 |
| Total..... | | 8 | 4 | 4 | ..... | ..... | 4 | 4 |

ACCIDENTS TO PERSONS—STATE OF MINNESOTA—Continued.

(Page 70.)

EXPLANATORY REMARKS.

Trespassers killed from other causes, Minnesota—Trespasser killed, fell under train. Trespasser, leg crushed (died), caught foot in cattle guard.

Passengers injured by other causes, Minnesota—Passenger, head bruised—slight—berth head-board fell.

Trespassers injured by other causes, Minnesota—Trespasser, toe crushed, attempting to catch train. Trespasser, arm cut off, fell under train. Trespasser, leg crushed, fell under train. Trespasser, head bruised, walked in front of train.

Other employes injured by other causes, Minnesota—Carpenter, back sprained lifting tank. Machinist, foreign substance in eye, turning up engine bolt. Machinist helper, rupture, fell from engine. Laborer, toe bruised, skid fell on toe. Section laborer, hand cut, sharpening scythe. Bridge carpenter, leg broken, fell from hand car. Machine helper, finger bruised with hammer. Car repairer, knee bruised, drawbar fell on knee. Engine wiper, back sprained, lever slipped out of jack. Blacksmith, foreign substance in eye. Coach carpenter, finger cut, chisel slipped. Boiler washer, finger cut, dropped plank. Steam fitter, face cut, sledge struck face. Car repairer, hand scratched, hand caught on nail. Tinsmith, iron scale in eye, scale flew in eye. Engine wiper, face scalded, rabbit flew in face. Machinist, neck scalded, rabbit flew on neck. Boiler washer, side sprained, foot slipped. Machinist helper, eye injured, scale in eye. Machinist, eye injured, piece of iron struck it. Pipe fitter, finger jammed, stopping wind-mill. Boiler maker, eye bruised, pin flew in eye. Laborer, back injured, lifting. Laborer, face bruised, scraper handle hit face. Laborer, toe crushed, fell under train. Machinist apprentice, finger crushed, drill caught. Car repairer, hand bruised, caught in center plates. Yard clerk, crushed fatally, caught between cars. Car carpenter, thumb nail split, sledge struck it. Machinist, finger nail off, caught in chain. Steam fitter, eye cut, splinter flew in eye. Machine hand, eye cut, piece of emery wheel in it. Coal heaver, head bruised, fell into derrick pit. Machine hand, thumb nail, got thumb against saw. Car repairer, eye injured, grinding wrench hit it. Boiler maker, hand bruised, block fell on hand. Painter, hand bruised, slipped on ice. Car carpenter, shin cut, using ax. Wiper, ankle sprained, trucker fell on it. Boiler maker, eye cut, piece of flue hit it. Warehouseman, foot bruised, casting fell on it. Machinist, hand bruised, wrench slipped. Car carpenter, scalp cut, struck on head by bolt. Boiler maker, finger bruised, caught between plates. Machinist, eye injured, piece of emery in it. Boiler maker, hand cut, piece of material struck it. Blacksmith, finger crushed, caught between castings. Car repairer, toes bruised, drawbar fell on toes. Machine apprentice, eye injured, piece of steel in eye. Car carpenter, foot cut, adze slipped. Blacksmith, finger bruised, struck finger with hammer. Carpenter, eye injured, piece of emery wheel. Bolt maker, eye injured, spar in it. Tool checker, face scalded, hot oil blown in it. Blacksmith, finger crushed, finger caught. Machinist, toes bruised, castings fell on toes. Machinist helper, pink eye, foreign substance in eye. Apprentice, finger cut, finger struck planer knife. Locomotive carpenter, scalp cut, struck by hammer. Boiler maker, eye injured, piece of steel in eye. Machine helper, finger bruised, equalizer fell on it. Conductor, back sprained, lifting. Laborer, finger crushed, casting fell on it.

Switchmen, flagmen and watchmen injured by other causes, Minnesota—Switchman, foot bruised, struck foot against timber. Switchman, hip sprained, jumped on round pin. Flagman, finger cut, door closed on finger.

Statement of trainmen injured by other causes, Minnesota—Engineer, lumbar region sprained, lifting. Fireman, finger bruised, wiping engine. Conductor, back sprained, unloading freight. Brakeman, ankle sprained, getting off engine. Brakeman, toe crushed, foot under wheels. Fireman, side bruised, fell over switch stand. Engineer, groin bruised, foot slipped. Brakeman, ankle sprained, slipped. Fireman, cheek cut, water glass broke. Conductor, back sprained, lifting. Fireman, rib broken, fell into cinder pit.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT. | | | PROFILE. | | | | | |
|--------------------------------|----------------------|--------|-------------------|---|----------------------------------|------------------------------|-------------------|-----------------------|--|--------------------|------------------------|---|
| From. | To. | Miles. | Num-ber of Curves | Aggreg't Length of Curved Lines. Miles. | Length of Straight Track. Miles. | Length of Level Line. Miles. | Ascending Grades. | | | Descending Grades. | | |
| | | | | | | | No. | Sum of Ascents. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descents. Feet. | Aggregate Length of Descending Grades. Miles. |
| Minneapolis..... | St. Croix river..... | 36.13 | 59 | 12.30 | 23.83 | 4.34 | 18 | 300.8 | 13.80 | 17 | 527.2 | 17.99 |
| Minneapolis..... | Bois de Sioux..... | 187.46 | 135 | 20.55 | 166.91 | 46.62 | 151 | 1,983.7 | 72.00 | 138 | 1,741.2 | 68.84 |
| Minneapolis..... | St. Paul..... | 5.34 | 13 | 2.41 | 2.93 | 1.32 | 5 | 3.0 | 1.31 | 13 | 11.1 | 2.71 |
| Cardigan Junction..... | Camden Place..... | 1.01 | 3 | .44 | .57 | .62 | | | | 2 | 8.5 | .59 |
| Shoreham..... | | | | | | | | | | | | |
| Total..... | | 229.94 | 210 | 35.70 | 194.24 | 52.90 | 174 | 2,382.5 | 87.11 | 170 | 2,288.0 | 89.93 |

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. | ITEM. | Number. | Height of Lowest Above Surface of Rail. Ft. In. |
|-----------------|-----------------|-------------------------|-----------------------|-----------------------|-----------------------------|---------|---|
| Bridges— | | | | | | | |
| Wooden..... | 80 | 13,213 | 12 | 1,027 | Overhead Highway Crossings— | | |
| Combination.... | $\frac{1}{2}$ | 1,048 | 1,048 | 1,048 | Bridges | 2 | 20 |
| Total..... | $80\frac{1}{2}$ | 14,261 | ..... | ..... | Total..... | 2 | ..... |

Gauge of track, 4 feet $8\frac{1}{2}$ inches. 229.94 miles.

TELEGRAPH.

Owned by Company Making this Report.

| Miles of Line. | Miles of Wire. | OPERATED BY THIS COMPANY. | | OPERATED BY ANOTHER COMPANY. | | |
|----------------|----------------|---------------------------|----------------|------------------------------|----------------|----------------------------|
| | | Miles of Line. | Miles of Wire. | Miles of Line. | Miles of Wire. | Name of Operating Company. |
| 250.9 | 845 | 250.9 | 845 | | | |

534 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CAR MILEAGE.

Mileage Paid to Companies Named Below, for Year Ending June 30, 1899.

| NAME OF OWNER. | Description. | 1 Cent. | 3-4 Cent. | 5-10 Cent. |
|--|-------------------|------------|------------|------------|
| Armour Car Lines..... | Refrigerator..... | \$84.90 | \$781.55 | |
| Armour Car Lines..... | Box..... | | | \$11.43 |
| Arms Palace Horse Car Co. | Stock..... | | | 19.06 |
| American Cereal Co. Despatch | Box..... | | | 35.98 |
| Anglo-American Refrigerator C. Co. | Refrigerator..... | | 57.86 | |
| American Brewing Co. Refrig. Line. | Refrigerator..... | | 29.12 | |
| American Malt Co. G. Line..... | Box..... | | | 5.90 |
| Burton Stock Car Co..... | Stock..... | | | 14.85 |
| Bucyrus Steam Shovel..... | Flats..... | | | 4.21 |
| Banner Refrigerator Line..... | Refrigerator..... | | 16.52 | |
| California Fruit Transfer..... | Refrigerator..... | | 407.87 | |
| Chicago Refrigerator Car Line..... | Refrigerator..... | | 135.75 | |
| Continental Fruit Express..... | Refrigerator..... | | 60.14 | |
| Craig Oil Co..... | Tank..... | | 214.25 | |
| Cornplanter Refrigerator Co..... | Tank..... | | 345.92 | |
| Canda Cattle Car Co..... | Stock..... | | | 548.87 |
| Cudahy Refrigerator Line..... | Refrigerator..... | 326.93 | | |
| Cudahy Milwaukee Refrigerator Line. | Refrigerator..... | | 79.29 | |
| Commerce Despatch Line..... | Box..... | | | 3.84 |
| C. N. Y. & B. Refrigerator Line..... | Refrigerator..... | | 27.77 | |
| Continental Cattle Car Co..... | Stock..... | | | 6.76 |
| Cold Blast Transfer Co..... | Refrigerator..... | 11.04 | | |
| Continental Refining Co..... | Tank..... | | 10.04 | |
| Dairy Dealers Despatch..... | Refrigerator..... | | 254.73 | |
| Dold Packing Co..... | Refrigerator..... | 116.65 | | |
| Deere & Webber Co..... | Box..... | | | 5.48 |
| Empire Oil Works..... | Tank..... | | 2.55 | |
| Globe Tank Line..... | Tank..... | | 6.71 | |
| Germania Refrigerator Co..... | Tank..... | | 25.54 | |
| Hammond Refrigerator Line..... | Refrigerator..... | 28.94 | | |
| Horlick Food Co..... | Box..... | | | 27.22 |
| Independent Refrigerator Co..... | Tank..... | | 3.35 | |
| Interior & Sea. Refrigerator..... | Refrigerator..... | | 15.65 | |
| Kansas City Dry Beef Line..... | Refrigerator..... | | 1,071.46 | |
| Kansas City Dry Beef Line..... | Ventilator..... | | | 64.60 |
| Kingman & Co..... | Box..... | | | 5.35 |
| Kansas City Refrigerator Line..... | Refrigerator..... | | 51.29 | |
| Libby, McNeill & Libby..... | Refrigerator..... | 40.50 | | |
| Lipton Car Lines..... | Refrigerator..... | 44.16 | | |
| Manhattan Oil Co..... | Tank..... | | 470.90 | |
| Marion Stm. S. Co..... | Flats..... | | | 10.64 |
| Mather Horse Car Co..... | Stock..... | | | 19.12 |
| Morris & Co., Nelson..... | Refrigerator..... | | 25.23 | |
| National Rolling Stock..... | Box..... | | | 26.13 |
| National Despatch Refrigerator Line. | Refrigerator..... | | 5.90 | |
| North & South Rolling..... | Box..... | | | 7.58 |
| North & South Rolling..... | Refrigerator..... | | 2.88 | |
| National Linseed Oil Co..... | Tank..... | | 5.09 | |
| Omaha Packing Co..... | Refrigerator..... | | 105.12 | |
| Peavey Grain Line..... | Box..... | | | 20.96 |
| Pabst Refrigerator Line..... | Refrigerator..... | 77.13 | 173.45 | |
| Paragon Refining Co..... | Tank..... | | 196.26 | |
| Provision Dealers' Despatch..... | Refrigerator..... | | 7.79 | |
| Peerless Tank Line..... | Tank..... | | 6.71 | |
| Producers Oil Co..... | Tank..... | | 10.53 | |
| Pennsylvania Refining Co..... | Tank..... | | 49.49 | |
| Swift Refrigerator Car..... | Refrigerator..... | 3,060.54 | | |
| Swift Refrigerator Car..... | Box..... | | | 9.55 |
| Streets Western S. C. Co..... | Stock..... | | | 2,621.08 |
| St. Charles Refrigerator Despatch..... | Refrigerator..... | 227.21 | 3.93 | |
| St. Louis Refrigerator C. Co..... | Refrigerator..... | | 151.01 | |
| St. Paul Refrigerator C. Co..... | Refrigerator..... | | 8.40 | |
| Standard Wheel Co..... | Box..... | | | 2.98 |
| Sante Fe Refrigerator Line..... | Refrigerator..... | | .77 | |
| Union Tank Line..... | Tank..... | | 1,214.48 | |
| Venice Transfer Co..... | Flats..... | | | 3.41 |
| West. Equipment & C. Co..... | Box..... | | | 5.31 |
| Warren Refining Co..... | Tank..... | | 6.09 | |
| Waverly Oil Co..... | Tank..... | | 10.48 | |
| Total..... | | \$4,016.20 | \$6,051.93 | \$3,480.64 |

The Minneapolis & St. Louis Railroad Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Minneapolis & St. Louis Railroad Company.

2. Date of organization? November 1, 1894.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Minneapolis & St. Louis Railway Co. Reorganized Nov. 1, 1894.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|----------------------|-------------------------|-----------------------------|
| Edwin Hawley..... | New York, N. Y..... | Oct. 1901 |
| John E. Searles..... | New York, N. Y..... | Oct. 1900 |
| F. H. Davis..... | New York, N. Y..... | Oct. 1900 |
| William Strauss..... | New York, N. Y..... | Oct. 1899 |
| Edwin Langdon..... | New York, N. Y..... | Oct. 1899 |
| F. E. Palmer..... | New York, N. Y..... | Oct. 1901 |
| L. C. Weir..... | New York, N. Y..... | Oct. 1901 |
| Geo. Crocker..... | San Francisco, Cal..... | Oct. 1899 |
| L. F. Day..... | Minneapolis, Minn..... | Oct. 1900 |

Total number of stockholders at date of last election? 573.

Date of last meeting of stockholders for election of directors? First Tuesday in October, 1898.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? F. Nay, Auditor, Minneapolis, Minn.

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OFFICERS.

| Title. | Name. | Location of Office. |
|-------------------------------|-----------------------|---------------------|
| President..... | Edwin Hawley..... | New York City. |
| Secretary and asst. treas.... | Jos. Gaskell..... | Minneapolis, Minn. |
| Treasurer..... | Frank H. Davis..... | New York City. |
| General counsel..... | William Strauss..... | New York City. |
| General attorney..... | Albert E. Clarke..... | Minneapolis, Minn. |
| Auditor..... | Frank Nay..... | Minneapolis, Minn. |
| General manager..... | L. F. Day..... | Minneapolis, Minn. |
| Chief engineer..... | H. G. Kelley..... | Minneapolis, Minn. |
| General superintendent.... | T. E. Clarke..... | Minneapolis, Minn. |
| General freight agent..... | W. M. Hopkins.... | Minneapolis, Minn. |
| Asst. gen. freight agent.... | R. G. Brown..... | Minneapolis, Minn. |
| General passenger agent.... | A. B. Cutts..... | Minneapolis, Minn. |
| General ticket agent..... | A. B. Cutts..... | Minneapolis, Minn. |
| General baggage agent.... | A. B. Cutts..... | Minneapolis, Minn. |

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named. | Miles of Line for Each Class of Roads Named. |
|--|---------------------|-----------------------|------------------------------------|--|
| | From. | To. | | |
| 1. a The Minneapolis & St. Louis R. R. Co..... | Minneapolis..... | Iowa state line..... | 121.85 | 121.85 |
| b The Minneapolis & St. Louis R. R. Co..... | Hopkins | Morton | 92.89 | ..... |
| b The Minneapolis & St. Louis R. R. Co..... | Morton..... | So. Dakota state line | 82.45 | ..... |
| b The Minneapolis & St. Louis R. R. Co..... | Manitou Junction... | Tonka Bay | 1.45 | ..... |
| b The Minneapolis & St. Louis R. R. Co..... | Winthrop..... | New Ulm..... | 20.22 | ..... |
| 5. Northern Pacific R. R. Co.... | St. Paul | Minneapolis..... | 10.11 | 197.01 10.11 |
| Total..... | ..... | ..... | ..... | 328.97 |

(Page 9.)

PROPERTY OPERATED.

| | | | | |
|--|-----------------------|----------------------|--------|-----------------|
| 1. a The Minneapolis & St. Louis R. R. Co..... | Minneapolis, Minn ... | Angus, Iowa..... | ..... | 259.90 |
| b The Minneapolis & St. Louis R. R. Co..... | Kalo Jct., Ia | Kalo, Iowa..... | 1.46 | ..... |
| b The Minneapolis & St. Louis R. R. Co..... | Hopkins, Minn..... | Watertown, S. D.... | 215.42 | ..... |
| b The Minneapolis & St. Louis R. R. Co..... | Manitou Junction... | Tonka Bay, Minn.... | 1.45 | ..... |
| b The Minneapolis & St. Louis R. R. Co..... | Winthrop, Minn..... | New Ulm, Minn.... | 20.22 | ..... |
| 5. Northern Pacific R. R. Co.... | St. Paul, Minn..... | Minneapolis, Minn... | | 238.55 10.11 |
| Total..... | | | | 508.56 |

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PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of which Affect the General Balance Sheet—Pages 49 and 51.

| NAME. | Character of Business. | Title. (Owned, Leased, etc.) | State or Territory. |
|---------------------------------------|------------------------|---------------------------------|---------------------|
| Lake Park Hotel, Lake Minnetonka..... | Summer resort..... | Own one-half interest | Minnesota. |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|---------------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|--------------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | 60,000 | \$100.00 | \$6,000,000 | \$6,000,000 | ..... | ..... |
| Capital stock, preferred..... | 40,000 | 100.00 | 4,000,000 | 4,000,000 | 4½% | \$180,000.00 |
| Capital stock, first preferred* | ..... | ..... | ..... | ..... | 5% | 114,588.33 |
| Total..... | 100,000 | \$100.00 | \$10,000,000 | \$10,000,000 | ..... | \$294,588.33 |

* See explanation on preceeding page.

(Page 16.)

EXPLANATORY REMARKS.

On June 1, 1899, the \$2,500,000 of first preferred capital stock was retired and canceled by the issue of \$2,500,000 of first and refunding mortgage bonds at 4 per cent. Dividends at 5 per cent to June 1, 1899, were paid thereon.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | Rate Per Cent. | INTEREST. | | |
|------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|----------------|--------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| Mortgage bonds..... | Dec. 1, 1880 | Dec. 1, 1910 | \$638,000 | \$638,000 | \$638,000 | No record. | 7 | June and Dec..... | \$44,530 | \$44,530 |
| Mortgage bonds..... | Jan. 1, 1877 | Jan. 1, 1907 | 455,000 | 455,000 | 455,000 | No record. | 7 | Jan. and July..... | 31,850 | 31,850 |
| Mortgage bonds..... | Apr. 1, 1881 | Apr. 1, 1921 | 6,000,000 | 1,882,000 | 1,882,000 | No record. | 6 | Apr. and Oct..... | 82,920 | 82,920 |
| Mortgage bonds..... | Jan. 1, 1877 | Jan. 1, 1927 | 280,000 | 280,000 | 280,000 | No record. | 7 | May and Nov..... | 19,600 | 19,600 |
| Mortgage bonds..... | Feb. 1, 1877 | Feb. 1, 1927 | 1,100,000 | 1,100,000 | 950,000 | No record. | 7 | June and Dec..... | 66,500 | 66,500 |
| Mortgage bonds..... | June 2, 1879 | June 1, 1909 | 1,100,000 | 1,015,000 | 1,015,000 | No record. | 7 | June and Dec..... | 71,050 | 71,050 |
| Mortgage bonds..... | Nov. 2, 1894 | Nov. 1, 1934 | 10,000,000 | 5,282,000 | 5,282,000 | * | 5 | May and Nov..... | 294,100 | 294,100 |
| Mortgage bonds..... | Mar. 1, 1899 | Mar. 1, 1949 | 25,000,000 | 7,800,000 | 7,800,000 | * | 4 | Mar. and Sept..... | 79,000 | †..... |
| Grand total..... | | | \$44,571,000 | \$17,950,000 | \$17,950,000 | | | | \$65,984,000 | \$58,054,000 |

* See preceding page. † First coupon due Sept. 1, 1899.

(Page 18.)

EXPLANATORY REMARKS.

Of the \$5,282,000 of first consolidated bonds, 5%, dated November 2, 1894, \$5,000,000 were sold for cash at 90, realizing \$4,500,000. The remainder, \$282,000, are held in the treasury of this company.

Of the \$7,800,000 of first and refunding bonds, 4%, dated March 1, 1899, \$5,000,000 were sold for cash at 85, realizing \$4,250,000; \$2,800,000 were sold for cash at 98, realizing \$2,418,000, and the remainder, \$200,000, are held in the treasury of this company.

(Page 23.) · RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|---|------------------------|------------------------|-----------------------------|--------------------------|
| | | | Amount Accrued during Year. | Amount Paid during Year. |
| Mortgage bonds—page 19 | \$17,950,000.00 | \$17,900,000.00 | \$659,540.00 | \$659,540.00 |
| Miscellaneous obligations—page 19 ..... | ..... | ..... | ..... | ..... |
| Income bonds—page 19 ..... | ..... | ..... | ..... | ..... |
| Equipment trust obligations—page 21 ..... | ..... | ..... | ..... | ..... |
| Total | \$17,950,000.00 | \$17,900,000.00 | \$659,540.00 | \$659,540.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1900. | |
|---|---------------------|--|---------------------|
| Cash | \$299,776.83 | Audited vouchers and accounts | \$329,501.26 |
| Due from agents | 63,643.02 | Wages and salaries | 84,506.97 |
| Due from solvent companies and individuals | 39,676.28 | Matured interest coupons unpaid—including coupons due July 1 | 28,100.00 |
| Total cash and current assets | \$373,096.13 | Miscellaneous | 220,811.97 |
| Balance—current liabilities | 280,823.47 | Total current liabilities | \$659,919.60 |
| Total | \$659,919.60 | Total | \$659,919.60 |

Materials and supplies on hand, \$167,990.96. (See general balance sheet, page 46.)

RECAPITULATION.

(Page 25.)

For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|-----------------|-------------------------|-----------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$10,000,000.00 | \$10,000,000.00 | ..... | 511.54 | \$19,549.00 |
| Bonds—page 18 (grand total)..... | 17,800,000.00 | 17,800,000.00 | ..... | 511.54 | 84,797.00 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | \$27,800,000.00 | \$27,800,000.00 | ..... | 511.54 | \$84,846.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|-----------------|-----------------|-----------------|-----------------------------|-------------|
| | | | | Miles. | Amount. |
| The Minneapolis & St. Louis R. Co. | \$10,000,000.00 | \$14,420,000.00 | \$24,420,000.00 | 498.45 | \$46,992.00 |
| Grand total | \$10,000,000.00 | \$14,420,000.00 | \$24,420,000.00 | 498.45 | \$46,992.00 |

THE MINNEAPOLIS & ST. LOUIS.

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| ITEM. | EXPENDITURES DURING YEAR. | | | Total Cost to June 30, 1888. | Total Cost to June 30, 1890. | Cost per Mile. |
|---|---------------------------------|-------------------------------------|--|------------------------------|------------------------------|----------------|
| | Included in Operating Expenses. | Not Included in Operating Expenses. | Charged to Income Account as Permanent Improvements. | | | |
| CONSTRUCTION— | | | | | | |
| Engineering..... | \$46.90 | | \$30,985.43 | ..... | ..... | ..... |
| Right of way and station grounds..... | | | 213,576.63 | ..... | ..... | ..... |
| Real estate..... | | | 4100.00 | ..... | ..... | ..... |
| Grading..... | 635.15 | | 98,011.73 | ..... | ..... | ..... |
| Bridges, trestles and culverts..... | | | 45,735.27 | ..... | ..... | ..... |
| Ties..... | 174.30 | | 40.00 | ..... | ..... | ..... |
| Rails..... | 1,503.71 | | .38 | ..... | ..... | ..... |
| Track fastenings..... | 302.40 | | 501.22 | ..... | ..... | ..... |
| Frogs and switches..... | 274.67 | | 8,006.46 | ..... | ..... | ..... |
| Track laying and surfacing..... | 302.77 | | 206.46 | ..... | ..... | ..... |
| Fencing right of way..... | 32.04 |  |  | ..... | ..... | ..... |
| Crossings, cattle guards and signs..... | 14.98 |  |  | ..... | ..... | ..... |
| Station buildings and fixtures..... | 1,837.50 | | 3.00 | ..... | ..... | ..... |
| Water stations..... | | | 10.23 | ..... | ..... | ..... |
| Miscellaneous structures..... | 304.33 | | 571,232.94 | ..... | ..... | ..... |
| Interest and discounts..... | | | 970.73 | ..... | ..... | ..... |
| General expenses..... |  |  |  | ..... | ..... | ..... |
| Total construction..... | \$6,204.64 | | \$807,223.52 | ..... | ..... | ..... |
| EQUIPMENT— | | | | | | |
| Locomotives..... |  |  |  | ..... | ..... | ..... |
| Passenger cars..... | \$6,243.28 | | \$50,067.46 | ..... | ..... | ..... |
| Baggage, express and postal cars..... | | | 13,423.50 | ..... | ..... | ..... |
| Freight cars..... | | | 300,705.30 | ..... | ..... | ..... |
| Other cars of all classes..... | 19,985.03 | | 14,055.00 | ..... | ..... | ..... |
| Material on hand to be used in construction of line from New Ulm, Minn., to Storm Lake, Iowa..... | | | 253,302.59 | ..... | ..... | ..... |
| Due division engineers on new line, account of expenses of themselves and parties..... | | | \$1,951.10 | ..... | ..... | ..... |
| Cost of line, Morton, Minn., to Watertown, S. D., 122.53 miles..... | | | 1,882,932.39 | ..... | ..... | ..... |
| Cost of line, Winthrop, Minn., to New Ulm, Minn., 20.22 miles..... | | | 300,000.00 | ..... | ..... | ..... |
| Total equipment..... | | | \$2,821,625.14 | ..... | ..... | ..... |
| Total construction—page 27..... | \$6,204.64 | | \$807,223.52 | ..... | ..... | ..... |
| Grand total cost construction, equipment, etc..... | \$62,502.95 | | \$3,728,848.66 | \$22,124,185.79 | \$25,853,094.45 | \$50,530.61 |

Total cost of construction, equipment, etc., state of Minnesota, not kept separate.

*Deduct.

(Page 81.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|----------------|----------------|
| Gross earnings from operation—page 35..... | \$2,645,064.98 | |
| Less operating expenses—page 45..... | 1,516,316.69 | |
| Income from operation..... | | \$1,128,748.29 |
| Dividends on stocks owned—page 37 | 85,412.41 | |
| Interest on bonds owned—page 39..... | 20,540.00 | |
| Miscellaneous income, less expenses—page 41..... | 48,201.59 | |
| Income from other sources..... | | 74,154.00 |
| Total income..... | | \$1,202,902.29 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$659,540.00 | |
| Taxes..... | 84,700.25 | |
| Other deductions..... | 213.43 | |
| Total deductions from income..... | | 744,453.68 |
| Net income..... | | \$458,448.61 |
| Dividends, 4½ and 5 per cent, preferred stock—page 17..... | \$294,583.33 | |
| Total..... | | 294,583.33 |
| Surplus from operations of year ending June 30, 1899..... | | \$163,865.28 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report) | | 306,702.07 |
| | | \$470,567.35 |
| Surplus on June 30, 1899 (for entry on "general balance sheet," page 51)..... | | \$470,567.35 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|---|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue | \$396,094.16 | | |
| Less Repayments— | | | |
| Tickets redeemed | | \$2,823.18 | |
| Other repayments | | 2,488.12 | |
| Total deductions | | \$5,311.30 | |
| Total passenger revenue | | | \$390,782.86 |
| Mail | | | 34,864.98 |
| Express | | | 30,438.89 |
| Extra baggage and storage | | | 8,449.44 |
| Other items | | | 676.94 |
| Total passenger earnings | | | \$465,213.11 |
| FREIGHT— | | | |
| Freight revenue | \$1,584,959.90 | | |
| Less Repayments— | | | |
| Overcharge to shippers | | 49,706.97 | |
| Total deductions | | \$49,706.97 | |
| Total freight revenue | | | \$1,535,252.93 |
| Total freight earnings | | | \$1,535,252.93 |
| Total passenger and freight earnings | | | \$2,000,466.04 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Switching charges—balance | | | \$27,564.33 |
| Car mileage—balance | | | 5,651.20 |
| Hire of equipment—balance | | | 8,337.48 |
| Rents from tracks, yards and terminals—page 41 | | | 117,873.35 |
| Other sources | | | 1,777.15 |
| Total other earnings | | | \$161,208.51 |
| Total gross earnings from operation—Minnesota | | | \$2,161,669.55 |
| Total gross earnings from operation—entire line | | | \$2,645,064.98 |

(Page 37.)

STOCKS OWNED.

Railway Stocks.

| NAME. | Total Par Value. | Rate, Per Cent. | Income or Dividend Received. | Valuation. |
|--|------------------|-----------------|------------------------------|------------|
| Minnesota Transfer Railway Co..... | \$7,000.00 | ..... | ..... | ..... |
| The Minneapolis & St. Louis R. R. Co.. | \$17,500.00 | ..... | \$5,412.41 | ..... |
| Total..... | \$24,500.00 | ..... | \$5,412.41 | ..... |

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

| NAME. | Total Par Value. | Rate Per Ct. | Income or Interest Received. | Valuation. |
|---|------------------|--------------|------------------------------|--------------|
| Minnesota Transfer Co..... | \$100,000.00 | 5 | \$4,900.00 | \$90,000.00 |
| The Minneapolis & St. Louis R. R. Co..... | 482,000.00 | 4½ & 5 | 15,100.00 | 482,000.00 |
| Total..... | \$582,000.00 | ..... | \$20,000.00 | \$562,000.00 |

B. Other Bonds.

| | | | | |
|----------------------------|--------------|-------|-------------|--------------|
| City of New Ulm, Minn..... | \$9,000.00 | 6 | \$540.00 | \$9,000.00 |
| Total..... | \$9,000.00 | ..... | \$540.00 | \$9,000.00 |
| Grand total, A and B..... | \$591,000.00 | ..... | \$20,540.00 | \$571,000.00 |

(Page 38.)

EXPLANATORY REMARKS.

B. Other bonds.—Town of Stanfold, Wis. The remaining bond matured and was paid.

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|---|-------------------------------|--|--------------------|---------------------|
| TRACKS— | | | | |
| 20th ave. S. to Cedar | Minneapolis, Minn... | Chicago G. W. Ry. Co.... | \$600.00 | ..... |
| do 8d ave. N. | Minneapolis, Minn... | M., St. P. & S. S. M. Ry. Co. | 7,907.76 | ..... |
| do 8d ave. N. | Minneapolis, Minn... | Nor. Pac. Ry. Co..... | 8,334.48 | ..... |
| G. N. Ry. crossing.. | Minneapolis, Minn... | Nor. Pac. Ry. Co..... | 232.96 | ..... |
| 1st ave. No., Mpls. to | M. & D. Junction..... | St. P. & D. R. R. Co..... | 18,099.80 | ..... |
| Minneapolis to Mer | riam Junction..... | O., St. P., M. & O. Ry. Co. | 14,923.68 | ..... |
| Fraser Jct., Ia., to | Ogden, Ia..... | Boom Val. Coal & Ry. Co. | 3,060.00 | ..... |
| Total..... | | | | \$48,211.68 |
| Yards—Lower yard... | Minneapolis, Minn... | | \$72,721.67 | 72,721.67 |
| Terminals—Roundhouse at Angus, Ia..... | | C., R. I. & P. Ry. Co..... | 60.00 | 60.00 |
| Grand total..... | | | | \$120,993.35 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|--|--------------------|----------------|---------------------------|
| St. Paul & Duluth R. R. Co., rent of track East Minneapolis to White Bear, Minn..... | \$27,899.58 | ..... | \$27,899.58 |
| Rent of lands, section house, etc..... | 1,185.82 | ..... | 1,185.82 |
| Rent of news stand at passenger stat., Minneapolis | 240.00 | | 240.00 |
| Interest on bank balances, etc..... | 18,966.19 | | 18,966.19 |
| Total..... | \$48,201.59 | | \$48,201.59 |

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|---------------------|
| Repairs of roadway | \$225,894.35 |
| Renewals of rails | 96,538.30 |
| Renewals of ties | 50,894.93 |
| Repairs and renewals of bridges and culverts | 30,045.26 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 10,638.92 |
| Repairs and renewals of buildings and fixtures | 44,414.23 |
| Repairs and renewals of telegraph | 1,399.23 |
| Stationery and printing | 835.04 |
| Total | \$460,655.26 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|---------------------|
| Superintendence | \$6,152.72 |
| Repairs and renewals of locomotives | 95,235.29 |
| Repairs and renewals of passenger cars | 31,030.20 |
| Repairs and renewals of freight cars | 80,760.94 |
| Repairs and renewals of work cars | 2,692.20 |
| Repairs and renewals of shop machinery and tools | 17,088.31 |
| Stationery and printing | 618.14 |
| Other expenses | 2,178.89 |
| Total | \$235,784.69 |

CONDUCTING TRANSPORTATION.

| | |
|--|---------------------|
| Superintendence | \$2,397.69 |
| Engine and roundhouse men | 133,812.34 |
| Fuel for locomotives | 153,278.80 |
| Water supply for locomotives | 7,918.08 |
| Oil, tallow and waste for locomotives | 4,846.61 |
| Other supplies for locomotives | 1,621.73 |
| Train service | 85,629.11 |
| Train supplies and expenses | 18,004.23 |
| Switchmen, flagmen and watchmen | 40,665.44 |
| Telegraph expenses | 25,943.22 |
| Station service | 58,421.89 |
| Station supplies | 6,069.95 |
| Switching charges—balance | Credit. |
| Car mileage—balance | Credit. |
| Hire of equipment—balance | Credit. |
| Loss and damage | 5,168.15 |
| Injuries to persons | 21,239.71 |
| Clearing wrecks | 977.64 |
| Advertising | 2,599.95 |
| Outside agencies | 18,192.77 |
| Commissions | 6,876.63 |
| Rents for tracks, yards and terminals—page 47, B | 55,694.18 |
| Rents of buildings and other property | 2,789.64 |
| Stationery and printing | 9,358.89 |
| Other expenses | 33,086.31 |
| Total | \$699,568.51 |

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OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|---------------------|
| Salaries of general officers..... | \$52,906.25 |
| Salaries of clerks and attendants..... | 32,464.77 |
| General office expenses and supplies..... | 3,381.62 |
| Insurance..... | 3,617.48 |
| Law expenses..... | 11,253.71 |
| Stationery and printing (general offices)..... | 2,221.65 |
| Other expenses..... | 14,377.75 |
| Total..... | \$120,233.23 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$400,655.26 |
| Maintenance of equipment..... | 235,734.69 |
| Conducting transportation..... | 609,503.51 |
| General expenses..... | 120,233.23 |
| Grand total..... | \$1,516,816.69 |
| Percentage of expenses to earnings—entire line..... | 57.33 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$364,596.89 |
| Maintenance of equipment..... | 178,651.31 |
| Conducting transportation..... | 547,600.39 |
| General expenses..... | 75,920.72 |
| Total..... | \$1,166,769.31 |
| Percentage of expenses to earnings—Minnesota..... | 53.98 |

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|---|--|---|-------------|--------------------|
| TRACKS— | | | | |
| St. Paul, Minn., to M. & D. Jct., Minn., | Minneapolis, Minn. to Minneapolis, Minn. | Nor. Pacific Ry. Co..... | \$32,609.25 | ..... |
| | | Nor. Pacific Ry. Co..... | 9,538.80 | ..... |
| Total..... | | | | \$42,238.05 |
| TERMINALS— | | | | |
| Frgt. house, round-house, passenger station and track facilities..... | St. Paul, Minn..... | Nor. Pacific Ry. Co..... | \$12,016.13 | ..... |
| Passenger station... | Minneapolis, Minn. .. | Gt. Northern Ry. Co..... | 1,440.00 | ..... |
| Total..... | | | | 13,456.13 |
| Grand total—B.... | | | | \$55,694.18 |

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1888. | | ASSETS. | JUNE 30, 1889. | | YEAR ENDING JUNE 30, 1889. | |
|-----------------|--------|---|-----------------|-----------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$22,124,185.79 | | { Cost of road—page 27 Cost of equipment—page 29 Stocks owned—page 37 Bonds owned—page 39 Other permanent investments Cash and current assets—page 28. OTHER ASSETS— Materials and supplies Sundries Cash in hands of Central Trust Co. of New York, being proceeds sale of bonds to be applied to construction of line from New Ulm, Minn., to Storm Lake, Ia., and the purchase of equipment Grand total | \$25,883,084.45 | ..... | 83,728,948.66 | ..... |
| 99,500.00 | | | 571,000.00 | ..... | 41,500.00 | ..... |
| 529,500.00 | | | 22,115.02 | ..... | 236.46 | ..... |
| 21,819.56 | | | 978,096.18 | ..... | 18,555.54 | ..... |
| 854,540.59 | | | 167,980.96 | ..... | ..... | 16,228.41 |
| 184,219.87 | | | 81,162.61 | ..... | 25,978.62 | ..... |
| 5,173.99 | | | 2,151,719.51 | ..... | 2,151,719.51 | ..... |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| \$23,318,939.30 | | Grand total | ..... | \$23,170,098.68 | 85,851,159.88 | ..... |

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1888. | | LIABILITIES. | JUNE 30, 1889. | | YEAR ENDING JUNE 30, 1889. | |
|-----------------|--------|---|-----------------|-----------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$12,500,000.00 | | Capital stock—page 17 Funded debt—page 21 Current liabilities—page 23 Accrued interest on funded debt not yet payable Taxes accrued not yet payable Profit and loss—page 31 (or 32) Grand total | \$10,000,000.00 | ..... | ..... | ..... |
| 10,000,000.00 | | | 17,800,000.00 | ..... | 87,800,000.00 | ..... |
| 423,051.40 | | | 659,219.60 | ..... | 230,888.20 | ..... |
| 88,185.83 | | | 157,185.83 | ..... | 104,000.00 | ..... |
| | | | 52,425.90 | ..... | 52,425.90 | ..... |
| | | | 470,567.85 | ..... | 168,865.25 | ..... |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| \$23,318,939.30 | | Grand total | | \$23,170,098.68 | 85,851,159.88 | |

* Included in current liabilities.

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Line extending from Morton, Minn., to Watertown, S. D., was purchased from the Wisconsin, Minnesota & Pacific R. R. Co., adding 122.53 miles to mileage operated on and after Feb. 20, 1899.

Line extending from Winthrop, Minn., to New Ulm, Minn., was purchased from the Minneapolis, New Ulm & Southwestern R. R. Co., adding 20.22 miles to mileage operated on and after March 1, 1899.

7. First and refunding gold mortgage bond dated March 1, 1899, due March 1, 1949, interest 4 per cent, was executed. Total authorized issue, \$25,000,000. Amount outstanding June 30, 1899, \$7,800,000 issued for the following purposes:

| | |
|---|-------------|
| Purchase of line from Morton to Watertown..... | \$1,900,000 |
| Purchase of line from Winthrop to New Ulm..... | 300,000 |
| Construction and equipment of line from New Ulm to Storm Lake, Iowa..... | 3,100,000 |
| Retirement of first preferred capital stock..... | 2,500,000 |

Total..... \$7,800,000

8. First preferred capital stock retired and canceled June 1st, 1899, by the issue of first and refunding 4 per cent bonds, \$2,500,000.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Co.—Compensation based upon tonnage.

2. United States Postoffice Department—Compensation based upon weight of mail and size of mail compartments in cars.

3. Pullman's Palace Car Co.—Pullman company is paid 2 cents per car mile for the use of their cars, in addition to the revenue derived from the sale of seats and berths which accrues to them.

5. Northern Pacific Ry. Co.—For use of tracks between Minneapolis and St. Paul and St. Anthony Park to M. & D. Junction; compensation based upon cost of road and wheelage proportion of maintenance. For use of roundhouse, freight house, passenger station and yards at St. Paul; compensation being an agreed amount and proportion of cost of maintenance. St. Paul & Duluth R. R. Co.—For use of line between East Minneapolis and White Bear Junction; compensation being 35 per cent (less taxes) of the gross earnings and maintenance of line. For use of terminal facilities at Minneapolis (freight houses and tracks only); compensation being an agreed amount; also for the use of tracks of N. P. R. R. Co. from Minneapolis to St. Anthony Park, thence to M. & D. Junction; compensation based upon cost of road and maintenance. Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.—For use of tracks 1st St. No. to 20th Ave. So., Minneapolis; compensation being an agreed amount and wheelage proportion of maintenance. Northern Pacific Ry. Co.—For use of tracks 1st St. No. to 20th Ave. So. and St. P., M. & M. crossing, Minneapolis; compensation being based upon cost of property and wheelage proportion of maintenance. Great Northern Ry.—For use of tracks in Minneapolis for agreed proportion of maintenance, etc. For use of passenger station in Minneapolis; compensation based upon cost. Chicago, Great Western Ry.—For use of small piece of track in Minneapolis; compensation an agreed amount. Chicago, St. Paul, Minneapolis & Omaha Ry.—For use of line between Minneapolis and Merriam Junction; compensation based upon cost of road and wheelage proportion of maintenance. Wisconsin, Minnesota & Pacific R. R. Co.—For the furnishing of equipment and the operation of their line, expenses and earnings being apportioned upon an agreed basis. Minneapolis, New Ulm & Southwestern R. R. Co.—For the furnishing of equipment and the operation of their line, expenses and earnings being apportioned upon an agreed basis.

7. Western Union Telegraph Co.

9. George Allanson—News stand in passenger station in Minneapolis and news privilege on passenger trains; compensation being an agreed amount. Sundry contracts with firms and individuals for use of right of way and depot grounds for elevators, coal sheds, lumber yards, etc.; compensation being merely a nominal amount.

(Page 57.) SECURITY FOR FUNDED DEBT—PAGE 23.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment Mortgaged. |
|---|-------------------------|---------------------------|--------|--------------------------------------|---------------------------|
| | From. | To. | Miles. | | |
| First mortgage bond..... | Minneapolis, Minn..... | White Bear Jct., Minn.... | 13.09 | \$21,390 | ..... |
| First mortgage bond..... | Minneapolis, Minn..... | Merriam Jct., Minn..... | 28.14 | 16,170 | ..... |
| First mortgage bond..... | Merriam Jct., Minn..... | Albert Lea, Minn..... | 80.70 | 11,772 | ..... |
| First mortgage bond..... | Albert Lea, Minn..... | Fort Dodge, Ia..... | 108.40 | 9,816 | ..... |
| First mortgage bond..... | Fort Dodge, Ia..... | Angus, Ia..... | 52.20 | 12,000 | ..... |
| First mortgage bond..... | Kalo Jct., Ia..... | Kalo, Ia..... | }} | }} | }} |
| First mortgage bond..... | Hopkins, Minn..... | Morton, Minn..... | 94.32 | 14,652 | ..... |
| Consolidated mortgage bond *..... | Manitou Jct., Minn..... | Tonka Bay, Minn..... | 510.08 | 14,205 | All |
| First and refunding mortgage bond*..... | Entire line..... | ..... | 510.08 | 15,292 | All. |
| First and refunding mortgage bond*..... | Entire line..... | ..... | 510.08 | 15,292 | All. |

*What Securities Mortgaged—\$1,000,000 in bonds of Minnesota Transfer Railway Co.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Compensation | Average Daily Compensation. |
|--|---------|---------------------------------------|---------------------------------|-----------------------------------|
| General officers..... | 15 | 8,960 | \$48,868.98 | \$12.35 |
| Other officers..... | 5 | 1,317 | 5,542.08 | 4.21 |
| General office clerks..... | 59 | 13,338 | 28,966.01 | 2.17 |
| Station agents..... | 50 | 12,616 | 26,307.00 | 2.09 |
| Other station men..... | 196 | 85,208 | 58,736.92 | 1.38 |
| Enginemen..... | 49 | 13,522 | 47,001.84 | 3.48 |
| Firemen..... | 50 | 14,598 | 80,227.88 | 2.07 |
| Conductors..... | 41 | 10,973 | 85,192.04 | 8.21 |
| Other trainmen..... | 104 | 22,736 | 46,057.42 | 2.08 |
| Machinists..... | 52 | 18,728 | 87,254.12 | 2.71 |
| Carpenters..... | 52 | 14,844 | 85,198.56 | 2.87 |
| Other shopmen..... | 322 | 69,907 | 106,536.71 | 1.55 |
| Section foremen..... | 88 | 20,998 | 88,982.00 | 1.86 |
| Other trackmen..... | 838 | 53,290 | 64,698.64 | 1.21 |
| Switchmen, flagmen and watchmen..... | 52 | 11,877 | 29,819.84 | 2.47 |
| Telegraph operators and dispatchers..... | 30 | 7,302 | 16,600.00 | 2.27 |
| All other employees and laborers..... | 71 | 21,504 | 46,183.11 | 2.15 |
| Total (including gen. officers)—Minn.... | 1,509 | 341,678 | \$700,601.15 | \$2.05 |
| Less general officers..... | 15 | 8,960 | 48,868.98 | 12.35 |
| Total (excluding gen. officers)—Minn.... | 1,494 | 337,728 | \$651,747.17 | \$1.90 |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration..... | 90 | 21,825 | \$30,289.54 | \$4.14 |
| Maintenance of way and structures..... | 442 | 80,724 | 117,535.57 | 1.46 |
| Maintenance of equipment..... | 437 | 101,705 | 137,859.86 | 1.85 |
| Conducting transportation..... | 540 | 137,424 | 304,916.18 | 2.22 |
| Total (including gen. officers)—Minn.... | 1,509 | 341,678 | \$700,601.15 | \$2.05 |
| Less general officers..... | 15 | 8,960 | 48,868.98 | 12.35 |
| Total (excluding gen. officers)—Minn.... | 1,494 | 337,728 | \$651,747.17 | \$1.90 |
| Total (includg. gen. officers)—entire line | 1,760 | 409,824 | \$839,197.15 | \$2.05 |

(Page 60.)

EXPLANATORY REMARKS.

In ascertaining average per mile of road on page 61, A, the average miles operated in Minnesota, viz., 262.65, have been used.

Miles run by switching trains arrived at by allowing 100 miles per day for some switch engines and 72 miles per day for others.

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Rev- enue and Rates. |
|---|--|------------------------------------|
| | | Dol. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 559,670 | ..... |
| Number of passengers carried one mile..... | 20,307,915 | ..... |
| Number of passengers carried one mile per mile of road..... | 77,319 | ..... |
| Average distance carried..... | 36 | ..... |
| Total passenger revenue—page 35..... | | \$390,782.86 |
| Average amount received from each passenger..... | | .69.824 |
| Average receipts per passenger per mile..... | | .01.924 |
| Total passenger earnings—page 35..... | | 465,213.11 |
| Passenger earnings per mile of road..... | | 1,771.23 |
| Passenger earnings per train mile..... | | 1.02.204 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63 | 1,396,908 | ..... |
| Number of tons carried one mile..... | 125,806,319 | ..... |
| Number of tons carried one mile per mile of road..... | 478,988 | ..... |
| Average distance haul of one ton..... | 90 | ..... |
| Total freight revenue—page 35..... | | 1,535,252.93 |
| Average amount received for each ton of freight..... | | 1.09.904 |
| Average receipts per ton per mile..... | | .01.220 |
| Total freight earnings—page 35..... | | 1,535,252.93 |
| Freight earnings per mile of road..... | | 5,845.24 |
| Freight earnings per train mile..... | | 2.73.288 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 1,926,035.79 |
| Passenger and freight revenue per mile of road..... | | 7.333.09 |
| Passenger and freight earnings—page 35..... | | 2,000,466.04 |
| Passenger and freight earnings per mile of road..... | | 7.616.47 |
| Gross earnings from operation—page 35..... | | 2,161,669.55 |
| Gross earnings from operation per mile of road..... | | 8,230.23 |
| Gross earnings from operation per train mile..... | | 2.12.564 |
| Operating expenses—page 45..... | | 1,166,769.31 |
| Operating expenses per mile of road..... | | 4,442.20 |
| Operating expenses per train mile..... | | 1.14.732 |
| Income from operation—page 31..... | See page 61 | ..... |
| Income from operation per mile of road..... | See page 61 | ..... |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 455,179 | ..... |
| Miles run by freight trains..... | 561,771 | ..... |
| Total mileage trains earning revenue..... | 1,016,950 | ..... |
| Miles run by switching trains..... | 225,272 | ..... |
| Miles run by construction and other trains..... | 22,259 | ..... |
| Grand total train mileage..... | 1,264,481 | ..... |
| Mileage of loaded freight cars—north or east..... | 4,518,593 | ..... |
| Mileage of loaded freight cars—south or west..... | 5,168,080 | ..... |
| Mileage of empty freight cars—north or east..... | 1,240,304 | ..... |
| Mileage of empty freight cars—south or west..... | 608,055 | ..... |
| Average number of freight cars in train..... | 20.53 | ..... |
| Average number of loaded cars in train..... | 17.24 | ..... |
| Average number of empty cars in train..... | 3.29 | ..... |
| Average number of tons of freight in train..... | 223.95 | ..... |
| Average number of tons of freight in each loaded car..... | 12.99 | ..... |

(Page 61.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars. | Column for Revenue and Rates. |
|--|---|-------------------------------------|
| | | Dols. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 657,077 | |
| Number of passengers carried one mile..... | 24,876,877 | |
| Number of passengers carried one mile per mile of road..... | 59,723 | |
| Average distance carried..... | 58 | |
| Total passenger revenue—page 85..... | | \$494,081.58 |
| Average amount received from each passenger..... | | .75.186 |
| Average receipts per passenger per mile..... | | .01.986 |
| Total passenger earnings—page 85..... | | 609,177.73 |
| Passenger earnings per mile of road..... | | 1,462.47 |
| Passenger earnings per train mile..... | | .93.136 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63..... | 1,535,278 | |
| Number of tons carried one mile..... | 156,379,618 | |
| Number of tons carried one mile per mile of road..... | 375,425 | |
| Average distance haul of one ton..... | 102 | |
| Total freight revenue—page 85..... | | 1,800,257.57 |
| Average amount received for each ton of freight..... | | 1.21.167 |
| Average receipts per ton per mile..... | | .01.190 |
| Total freight earnings—page 85..... | | 1,800,257.57 |
| Freight earnings per mile of road..... | | 4,466.96 |
| Freight earnings per train mile..... | | 2.48.887 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 85..... | | 2,354,239.95 |
| Passenger and freight revenue per mile of road..... | | 5,652.01 |
| Passenger and freight earnings—page 85..... | | 2,409,435.50 |
| Passenger and freight earnings per mile of road..... | | 5,928.45 |
| Gross earnings from operation—page 85..... | | 2,646,064.96 |
| Gross earnings from operation per mile of road..... | | 6,350.09 |
| Gross earnings from operation per train mile..... | | 1.58.721 |
| Operating expenses—page 45..... | | 1,516,816.69 |
| Operating expenses per mile of road..... | | 3,640.27 |
| Operating expenses per train mile..... | | 1.03.186 |
| Income from operation—page 81..... | | 1,128,748.29 |
| Income from operation per mile of road..... | | 2,709.82 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 654,146 | |
| Miles run by freight trains..... | 747,481 | |
| Total mileage trains earning revenue..... | 1,401,577 | |
| Miles run by switching trains..... | 300,238 | |
| Miles run by construction and other trains..... | 80,846 | |
| Grand total train mileage..... | 1,782,711 | |
| Mileage of loaded freight cars—north or east..... | 5,727,896 | |
| Mileage of loaded freight cars—south or west..... | 6,498,428 | |
| Mileage of empty freight cars—north or east..... | 1,564,069 | |
| Mileage of empty freight cars—south or west..... | 819,474 | |
| Average number of freight cars in train..... | 19.55 | |
| Average number of loaded cars in train..... | 16.96 | |
| Average number of empty cars in train..... | 8.19 | |
| Average number of tons of freight in train..... | 209.22 | |
| Average number of tons of freight in each loaded car..... | 12.79 | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Car- riers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | 236,403 | 195,310 | 431,713 | 30.91 |
| Flour | 146,011 | 27,508 | 173,519 | 12.42 |
| Other mill products | 15,626 | 10,765 | 26,391 | 1.89 |
| Hay | 2,331 | 2,570 | 4,901 | .35 |
| Cotton ..... | ..... | 2,585 | 2,585 | .18 |
| Fruit and vegetables | 14,853 | 21,997 | 36,850 | 2.64 |
| Live stock | 17,875 | 5,515 | 23,390 | 1.67 |
| Dressed meats | 1,861 | 1,306 | 3,227 | .23 |
| Other packing-house products | 251 | 1,554 | 1,805 | .13 |
| Wool | 612 | 48 | 660 | .05 |
| Hides and leather | 485 | 285 | 770 | .06 |
| Anthracite coal ..... | ..... | 21,393 | 21,393 | 1.53 |
| Bituminous coal | 12,207 | 71,383 | 83,590 | 5.98 |
| Coke ..... | ..... | 1,143 | 1,143 | .08 |
| Ores | 2,614 | 385 | 2,999 | .21 |
| Stone, sand and other like articles | 9,121 | 7,765 | 16,886 | 1.21 |
| Lumber | 195,912 | 119,700 | 315,612 | 22.59 |
| Petroleum and other oils | 2,328 | 10,192 | 12,520 | .90 |
| Sugar | 1,432 | 1,844 | 3,276 | .24 |
| Iron, pig and bloom | 1,385 | 19 | 1,404 | .10 |
| Other castings and machinery | 1,959 | 3,517 | 5,476 | .39 |
| Bar and sheet metal | 1,485 | 809 | 2,294 | .16 |
| Cement, brick and lime | 29,406 | 14,526 | 43,932 | 3.15 |
| Agricultural implements | 8,078 | 15,858 | 23,936 | 1.71 |
| Wagons, carriages, tools, etc | 452 | 2,907 | 3,359 | .24 |
| Wines, liquors and beers | 3,892 | 4,527 | 8,419 | .60 |
| Household goods and furniture | 973 | 1,123 | 2,096 | .15 |
| Merchandise | 39,509 | 52,617 | 92,126 | 6.60 |
| Miscellaneous—other commodities not men- tioned above | 18,930 | 31,706 | 50,636 | 3.63 |
| Total tonnage—Minnesota | 765,991 | 630,917 | 1,396,908 | 100.00 |
| Total tonnage—entire line | 894,531 | 640,747 | 1,535,278 | |

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DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added during Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|--------------------------------------|---------------------------|------------------------------|------------------------------------|--------------------|--|--|
| | | | No. | Name. | No. | Name. |
| LOCOMOTIVES—Owned and Leased: | | | | | | |
| Passenger..... | 21 | 21 | 21 | Westinghouse | | |
| Freight..... | 33 | 32 | 32 | Westinghouse | | |
| Switching..... | 1 | 14 | 8 | Westinghouse | | |
| Total locomotives in service... | 1 | 68 | 61 | | | |
| Total locomotives owned..... | 1 | 68 | 61 | | | |
| CARS—Owned and Leased: | | | | | | |
| IN PASSENGER SERVICE— | | | | | | |
| First-class cars..... | 6 | 18 | 18 | Westinghouse ... | 18 | Miller. |
| Second-class cars..... | 17 | 17 | 17 | Westinghouse ... | 17 | Miller. |
| Combination cars..... | 9 | 9 | 9 | Westinghouse ... | 9 | Miller. |
| Baggage, express and postal cars. | 2 | 11 | 11 | Westinghouse ... | 11 | Miller. |
| Total | 8 | 55 | 55 | | 55 | |
| IN FREIGHT SERVICE— | | | | | | |
| Box cars | 604 | 2,378 | 1,058 | Westinghouse ... | 2,318 | Standard .. 1630 Williams... 284 Janney ... 204 Washburn. 200 |
| Flat cars..... | 140 | 462 | 200 | Westinghouse ... | 410 | Standard .. 347 Williams... 17 Janney ... 46 |
| Stock cars | 2 | 78 | 27 | Westinghouse ... | 64 | Standard. 63 Janney ... 1 |
| Coal cars..... | 58 | | | Westinghouse ... | 31 | Standard. |
| Refrigerator cars..... | 4 | 4 | 1 | Westinghouse ... | 4 | Standard. |
| Other cars in freight service..... | 27 | 25 | 25 | Westinghouse ... | 27 | Standard. 2 Janney... 25 |
| Total..... | 746 | 3,007 | 1,311 | | 2,854 | |
| IN COMPANY'S SERVICE— | | | | | | |
| Officers' and pay cars..... | 2 | 2 | 2 | Westinghouse ... | | |
| Gravel cars..... | | | | | | |
| Derrick cars..... | | | | | | |
| Caboose cars..... | 20 | | | | 2 | Standard. |
| Other road cars..... | 48 | 4 | | | 24 | Standard ... 21 Williams... 1 Janney 2 |
| Total..... | | 79 | 6 | | 26 | |
| Total cars in service..... | 754 | 3,141 | 1,372 | | 2,985 | |
| Total cars owned..... | 754 | 3,141 | 1,372 | | 2,985 | |

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 259.90 | 238.55 | ..... | ..... | ..... | 10.11 | 508.56 | ..... | 1.46 | 496.99 |
| Miles of second track | 9.57 | ..... | ..... | ..... | ..... | 10.11 | 19.08 | ..... | ..... | 9.57 |
| Miles of yard track and sidings | 76.54 | 18.09 | ..... | ..... | ..... | 4.40 | 99.03 | 1.71 | 27.69 | 66.94 |
| Total mileage operated (all tracks) | 346.01 | 256.64 | ..... | ..... | ..... | 24.62 | 627.27 | 1.71 | 29.15 | 573.50 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Minnesota | 121.85 | 197.01 | ..... | ..... | ..... | 10.11 | 328.97 | ..... | ..... | 318.86 |
| Iowa | 138.05 | 1.46 | ..... | ..... | ..... | ..... | 139.51 | ..... | 1.46 | 138.05 |
| South Dakota ..... | ..... | 40.08 | ..... | ..... | ..... | ..... | 40.08 | ..... | ..... | 40.08 |
| Total mileage operated (single track) | 259.90 | 238.55 | ..... | ..... | ..... | 10.11 | 508.56 | ..... | 1.46 | 496.99 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|-------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | ..... |  |  | Iron. | Steel. |
| Minnesota | 134.94 | 197.01 | ..... | 331.95 | ..... | ..... | 331.95 |
| Iowa | 138.05 | 1.46 | ..... | 139.51 | ..... | 1.46 | 138.05 |
| South Dakota ..... | ..... | 40.08 | ..... | 40.08 | ..... | ..... | 40.08 |
| Total mileage owned (single track) | 272.99 | 238.55 | ..... | 511.54 | ..... | 1.46 | 510.08 |

(Page 87, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|-----------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 121.85 | 197.01 | ..... | ..... | ..... | 10.11 | 828.97 | ..... | ..... | 818.96 |
| Miles of second track..... | 9.57 | ..... | ..... | ..... | ..... | 10.11 | 19.68 | ..... | ..... | 9.57 |
| Miles of yard track and sidings..... | 51.24 | 9.01 | ..... | ..... | ..... | 4.40 | 64.66 | ..... | 10.90 | 68.06 |
| Total mileage operated (all tracks)..... | 182.66 | 206.02 | ..... | ..... | ..... | 24.62 | 413.30 | 1.71 | 10.90 | 398.46 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|--------|--------|-------|-------|-------|-------|--------|-------|-------|--------|
| STATE OF MINNESOTA— | | | | | | | | | | |
| Minnesota | 121.85 | 197.01 | ..... | ..... | ..... | 10.11 | 828.97 | ..... | ..... | 818.96 |
| Total mileage operated (single track)..... | 121.85 | 197.01 | ..... | ..... | ..... | 10.11 | 828.97 | ..... | ..... | 818.96 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| As per Table A | 121.85 | 197.01 | 818.86 | ..... | ..... | 818.86 |
| East Minneapolis to White Bear Junction (operated by St. Paul & Duluth R. Co.) | 18.09 | | 18.09 | | | 18.09 |
| Total mileage owned (single track)..... | 184.94 | 197.01 | 831.95 | | | 831.95 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|----------|--------------------------------|--|----------------------------|---------|---|
| KIND. | Tons. | Weight Per Yard, Pounds. | Av. Price Per Ton at Distrib- uting Point. | KIND. | Number. | Av. Price at Distrib- uting Point, Cents. |
| Steel | 2,843.66 | 80 | \$19.25 | Oak..... | 42,521 | \$0.56 |
| Steel | 1,389.30 | 70 | 19.25 | Cedar..... | 29,281 | .35 |
| | | | | Mixed..... | 339 | .40 |
| Total.. | 4,232.96 | | | Total..... | 72,141 | \$0.47 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bitumi- nous. | Wood, Cords, Soft. | Total Fuel Consum- ed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|---------------------------------|--------------------------|------------------------------------|---------------|--|
| Passenger | 9,640 | 40 | 9,680 | 462,718 | 41.75 |
| Freight | 34,650 | 66 | 34,716 | 750,103 | 92.48 |
| Switching..... | 5,632 | 20 | 5,652 | 225,272 | 50.09 |
| Construction | 639 | | 639 | 22,259 | 57.41 |
| Total..... | 50,561 | 126 | 50,687 | 1,460,352 | 69.33 |
| Average cost at distributing point.. | \$2.29 | \$1.32 | | | |

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------------|------------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling | 1 | 2 | ..... | 8 | ..... | ..... | 1 | 5 |
| Falling from trains and engines | 1 | 1 | 1 | ..... | ..... | ..... | 2 | 1 |
| Overhead obstructions ..... | ..... | 8 | ..... | ..... | ..... | ..... | ..... | 8 |
| Other causes ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | 4 |
| Total | 2 | 6 | 1 | 8 | ..... | 4 | 8 | 13 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|-----------------------------|-------------|---------|--------------|---------|---------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Other train accidents | | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| At highway crossings | | | | | 1 | ..... | ..... | 1 |
| At stations | | 2 | ..... | ..... | ..... | ..... | ..... | ..... |
| Other causes | | | 2 | 1 | ..... | ..... | 2 | 1 |
| Total | | 8 | 2 | 1 | ..... | 1 | 2 | 2 |

(Page 70.)

EXPLANATORY REMARKS.

Other Employees—Other Causes—Handling car wheels and run over by same, 1. Fell from hand car, 2. Hand caught in rip saw, 1. Total, 4.
 Passengers Injured—Other Train Accidents—Fell from moving train, 1.
 Trespassers Killed—Other Causes—Walking on track and struck by train, 2.
 Trespassers Injured—Other Causes—Found alongside of track, 1.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Am unable to give this information.

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length. | Minimum Length. | Maximum Length. | ITEM. | Number. | Height of Lowest Above Surface of Rail. |
|-----------------|---------|-------------------|-----------------|-----------------|-----------------------------|---------|---|
| | | Feet. | Feet. | Feet. | | | Ft. In. |
| BRIDGES— | | | | | Overhead Highway Crossings— | | |
| Iron..... | 18 | 1,604 | 80 | 271 | Bridges..... | 21 | 16 4 |
| Wooden..... | 2 | 290 | 75 | 215 | Total..... | 21 | |
| Combination.... | 1 | 340 | | | | | |
| Total..... | 21 | 2,234 | | | Overhead Railway Crossings— | | |
| | | | | | Bridges..... | 1 | 19 4 |
| Trestles..... | 195 | 18,387 | 5 | 1,973 | Total..... | 1 | |

Gauge of track, 4 feet 8½ inches. 331.95 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|-----------------------------|
| 331.95 | | Western Union Telegraph Co | Western Union Telegraph Co. |

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CAR MILEAGE.

Paid or Allowed for Rolling Stock, Not the Property of Railroads Nor Consigned for Use by Lease.

Paid Pullman Palace Car Company at rate of three cents per mile for July and August, 1898; at rate of two cents per mile remainder of year for sleepers; at rate of one cent per mile for tourist cars.

| | |
|-----------------------|------------|
| Sleeper mileage | \$8,210.70 |
| Tourist mileage | 848.64 |
| Total | \$8,554.34 |

Statement of amounts paid for mileage during year ending June 30, 1899, on cars in private refrigerator and car lines, with rate per mile.

| | |
|---|----------|
| Armour Car Lines (refrigerator, box, stock) | \$221.62 |
| Armour Packing Co. (refrigerator) | 495.85 |

One cent per mile on K. C. D. B. L. refrigerators in meat traffic; 6-10 cent on Armour & Co. box (Live Stock Express); $\frac{3}{4}$ cent on all others (refrigerators in potato and berry traffic).

| NAME OF OWNER. | Refrigerator. | Amount. |
|---|--------------------|------------|
| The following at the rate of 1 cent per mile— | | |
| Western Refrigerator Line | Refrigerator | \$145.16 |
| Anglo-American Refrigerator Co. | Refrigerator | 30.98 |
| Swift Refrigerator Line | Refrigerator | 302.06 |
| Cudahy Refrigerator Line | Refrigerator | 81.40 |
| Cedar Rapids Refrigerators | Refrigerator | 115.95 |
| Omaha Packing Co. | Refrigerator | 56.98 |
| Hammond Refrigerator Line | Refrigerator | 6.43 |
| Nelson Morris Company | Refrigerator | 105.65 |
| St. Louis Refrigerator Car Co. | Refrigerator | 378.65 |
| The following at the rate of $\frac{3}{4}$ cent per mile— | | |
| American & Union R. T. Co. | Refrigerator | 210.37 |
| California Fruit Transportation Co. | Refrigerator | 51.04 |
| Continental Fruit Express | Refrigerator | 9.16 |
| Chicago Refrigerator Car Co. | Refrigerator | 21.77 |
| Lipton Refrigerator Line | Refrigerator | 1.66 |
| Banner Refrigerator Line | Refrigerator | 2.97 |
| O. & N. Y. D. R. Line | Refrigerator | 210.09 |
| Merchants D. T. Co. | Refrigerator | 826.98 |
| American Brewing Co. | Refrigerator | 5.65 |
| Dairy Dealers' Despatch | Refrigerator | 2.25 |
| Interior & Seaboard Refgr. Line | Refrigerator | 4.24 |
| Kingan Refrigerator Line | Refrigerator | 7.12 |
| American Linseed Oil Co. | Tank | 222.44 |
| Standard Oil Company | Tank | 892.56 |
| Crystal Tank Line | Tank | 53.39 |
| The following at the rate of 6-10 cent per mile— | | |
| Street's Western Stable Car Line | Stock | 1,096.18 |
| Canda Cattle Car Co. | Stock | 200.81 |
| Mather Horse Car Co. | Stock | 115.18 |
| Arms Palace Stock | Stock | 1.36 |
| Consolidated Cattle Car Co. | Stock | 5.57 |
| Keystone Horse Cars | Stock | 6.20 |
| Burton & N. E. Stock | Stock | 32.97 |
| Live Poultry Trans. Co. | Poultry | 6.18 |
| Pittsburgh Plate Glass | Flat | 18.53 |
| Commerce Despatch Line | Box | 28.40 |
| American Cereal Co. Despatch | Box | 186.53 |
| Venice Transportation Co. | Flat | 6.53 |
| National Rolling Stock Co. | Flat | 105.79 |
| Southern Iron Car Line | Flat | 5.61 |
| Keokuk B. & H. Co. | Flat | 8.50 |
| Total | | \$8,155.47 |

Minneapolis Western Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis Western Ry. Co.

2. Date of organization? Nov. 1, 1884.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chapter 34 of General Statutes of the State of Minnesota.

(Page 5.)

ORGANIZATION.

| Name of Directors. | Postoffice Address. | Date of Expiration of Term. |
|--------------------|------------------------|-----------------------------------|
| Samuel Hill..... | Minneapolis, Minn..... | } When success- or is elected. |
| W. P. Clough..... | St. Paul, Minn..... | |
| M. D. Grover..... | St. Paul, Minn..... | |
| E. Sawyer | St. Paul, Minn..... | |
| James N. Hill..... | St. Paul, Minn..... | |

Total number of stockholders at date of last election? 6.

Date of last meeting of stockholders for election of directors? Oct. 14, 1897.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? R. I. Farrington, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------------|-----------------------|---------------------|
| President..... | Samuel Hill..... | Minneapolis, Minn. |
| Vice-president..... | W. P. Clough..... | St. Paul, Minn. |
| Secretary and treasurer ... | E. Sawyer..... | St. Paul, Minn. |
| Comptroller..... | R. I. Farrington..... | St. Paul, Minn. |
| General manager..... | Samuel Hill..... | Minneapolis, Minn. |
| Superintendent..... | P. L. Clarity..... | Minneapolis, Minn. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each R'd Named. | Miles of Line for each Class of R'ds Named. |
|--------------------------------|---------------------|-----|-----------------------------------|---|
| | From. | To. | | |
| 1. Minneapolis Western Ry..... | In Minneapolis..... | | 1.69 | 1.69 |
| 5. Great Northern Ry..... | In Minneapolis..... | | .34 | .34 |
| Total..... | | | | 2.03 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|--------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|-------------|
| | | | | | Rate. | Amount. |
| Capital stock..... | 2,500 | \$100 | \$250,000.00 | \$250,000.00 | 10 | \$25,000.00 |
| Total..... | 2,500 | \$100 | \$250,000.00 | \$250,000.00 | | \$25,000.00 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|-----------------------|--------------------------------------|---|---|----------------------|
| Issued for cash | | | 2,500 | \$250,000.00 |
| Total..... | | | 2,500 | \$250,000.00 |

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|-----------|--------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First mortgage bonds..... | July 1, 1891 | July 1, 1911 | \$500,000.00 | \$500,000.00 | \$500,000.00 | \$500,000.00 | 5% | Jan. 1 and July 1. | \$25,000.00 | \$25,000.00 |
| Mortgage bonds..... | ..... | ..... | \$500,000.00 | \$500,000.00 | \$500,000.00 | \$500,000.00 | ..... | ..... | \$25,000.00 | \$25,000.00 |
| Grand total..... | ..... | ..... | \$500,000.00 | \$500,000.00 | \$500,000.00 | \$500,000.00 | ..... | ..... | \$25,000.00 | \$25,000.00 |

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | \$500,000.00 | \$500,000.00 | \$25,000.00 | \$25,000.00 |
| Miscellaneous obligations—page 19..... | | | | |
| Income bonds—page 18..... | | | | |
| Equipment trust obligations—page 21..... | | | | |
| Total | \$500,000.00 | \$500,000.00 | \$25,000.00 | \$25,000.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1909. | |
|---|-------------|---|-------------|
| Cash..... | \$3,451.31 | Audited vouchers and accounts..... | \$5,102.86 |
| Due from solvent companies and individuals..... | 57,695.27 | Wages and salaries..... | 1,418.20 |
| Total cash and current assets | \$61,116.58 | Matured interest coupons unpaid (including coupons due July 1)..... | 12,500.00 |
| | | Total current liabilities | \$19,288.56 |
| Total | \$61,116.58 | Balance cash assets..... | 41,828.02 |
| | | Total | \$61,116.58 |

Materials and supplies on hand, \$1,013.55. (See general balance sheet—page 49.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---|------------------------------|----------------|---------------------------------------|--------------------------|-----------|
| | | To Railroads. | To Other Properties. (Page 11.) | Miles. | Amount. |
| Capital stock—page 17 | \$250,000.00 | \$250,000.00 | ..... | 1.69 | \$147,929 |
| Bonds—page 19 (grand total) | 500,000.00 | 500,000.00 | ..... | 1.69 | 295,858 |
| Equipment trust obligations—page 21 ..... | ..... | ..... | ..... | ..... | ..... |
| Total | \$750,000.00 | \$750,000.00 | ..... | ..... | \$443,787 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|----------------------------------|----------------|--------------|--------------|--------------------------|-----------|
| | | | | Miles. | Amount. |
| Minneapolis Western Ry. Co. | \$250,000.00 | \$500,000.00 | \$750,000.00 | 1.69 | \$443,787 |
| Grand total | \$250,000.00 | \$500,000.00 | \$750,000.00 | 1.69 | \$443,787 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898.* | Total Cost to June 30, 1899.* | Cost Per Mile.* |
|--|---|-------------------------------------|-------------------------------------|--------------------|
| CONSTRUCTION— | | | | |
| Engineering | \$89.70 | | | |
| Grading | 135.77 | | | |
| Bridges, trestles and culverts | 40.28 | | | |
| Ties | 339.56 | | | |
| Rails | 970.24 | | | |
| Track fastenings | 100.56 | | | |
| Frogs and switches | 652.08 | | | |
| Track laying and surfacing | 302.00 | | | |
| Crossings, cattle guards, and signs | 56.36 | | | |
| Transportation of material | 36.78 | | | |
| Improvements to water wheel | 250.59 | | | |
| Total construction | \$3,013.92 | \$740,483.34 | \$743,497.26 | \$439,969.21 |
| Total cost of construction, equip- ment, etc.—State of Minn | \$3,013.92 | \$740,483.34 | \$743,497.26 | \$439,969.21 |

*Cannot give details.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|-------------|-------------|
| Gross earnings from operation—page 35 | \$70,631.50 | |
| Less operating expenses—page 45 | 83,253.35 | |
| Income from operation | | \$37,378.15 |
| Total income | | \$37,378.15 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23 | \$25,000.00 | |
| Taxes | 1,425.26 | |
| Other deductions | 17.28 | |
| Total deductions from income | | 26,442.54 |
| Net income | | \$10,935.61 |
| Dividends, 10 per cent, stock—page 17 | \$25,000.00 | |
| Total | | 25,000.00 |
| Deficit from operations of year ending June 30th, 1899 | | \$14,064.39 |
| Surplus on June 30th, 1898—from "general balance sheet," 1898 report | | 58,156.44 |
| | | \$39,092.05 |
| Deductions for year | | 3,423.77 |
| Surplus on June 30th, 1899—for entry on "general balance sheet," page 51 | | \$35,668.28 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

OTHER EARNINGS FROM OPERATION.

| | |
|---|-------------|
| Switching charges | \$70,536.50 |
| Other sources | 95.00 |
| Total other earnings | \$70,631.50 |
| Total gross earnings from operation—Minnesota | \$70,631.50 |
| Total gross earnings from operation—entire line | \$70,631.50 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|-------------------|
| Repairs of roadway | \$1,901.29 |
| Renewals of rails | 8.77 |
| Renewals of ties | 162.69 |
| Repairs and renewals of bridges and culverts and trestles | 2,105.97 |
| Repairs and renewals of buildings and fixtures | 90.80 |
| Total | \$4,204.52 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-------------------|
| Repairs and renewals of locomotives | \$1,788.14 |
| Repairs and renewals of freight cars | 888.99 |
| Repairs and renewals of work cars | 2.40 |
| Total | \$2,678.93 |

CONDUCTING TRANSPORTATION.

| | |
|--|--------------------|
| Engine and roundhouse men | \$4,854.35 |
| Fuel for locomotives | 5,688.75 |
| Water supply for locomotives | 206.24 |
| Oil, tallow and waste for locomotives | 150.69 |
| Other supplies for locomotives | 95.32 |
| Switchmen, flagmen and watchmen | 7,498.52 |
| Telegraph expenses | 72.70 |
| Station service | 1,601.94 |
| Station supplies | 73.37 |
| Loss and damage | 2.65 |
| Injuries to persons | 227.89 |
| Clearing wrecks | 15.71 |
| Rents for tracks, yards and terminals—page 47, B. | 1,811.16 |
| Rents of buildings and other property | 49.96 |
| Stationery and printing | 119.26 |
| Other expenses—Operation of trestle— | |
| Trestlemen | \$2,966.15 |
| Water power | 875.01 |
| Trestle supplies | 18.33 |
| Total | \$3,259.49 |
| Total | \$25,728.00 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|---|-----------------|
| Salaries of clerks and attendants | \$180.00 |
| Law expenses..... | 302.23 |
| Other expenses..... | 159.67 |
| Total..... | \$641.90 |

RECAPITULATION OF EXPENSES.

| | |
|---|--------------------|
| Maintenance of way and structures | \$4,204.52 |
| Maintenance of equipment..... | 2,678.93 |
| Conducting transportation..... | 25,728.00 |
| General expenses..... | 641.90 |
| Grand total..... | \$33,253.35 |
| Percentage of expenses to earnings—entire line..... | 21.24 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|--|--------------------|
| Maintenance of way and structures | \$4,204.52 |
| Maintenance of equipment | 2,678.93 |
| Conducting transportation..... | 25,728.00 |
| General expenses..... | 641.90 |
| Total..... | \$33,253.35 |
| Percentage of expenses to earnings—Minnesota | 21.24 |

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|-----------------------------|-------------------------------|---|----------|-------------------|
| Tracks..... | In Minneapolis..... | Great Northern Ry.... | \$911.16 | ..... |
| Right of way for track..... | In Minneapolis..... | Minneapolis Union Ry.. | 900.00 | ..... |
| Total..... | | | | \$1,811.16 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 40.)

| JUNE 30, 1898. | | ASSETS. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|--------------|---------------------------------|--|----------------|--------------|----------------------------|-------------|
| Item. | Total. | | | Item. | Total. | Increase. | Decrease. |
| \$740,483.34 | | { Cost of road—page 27 | | \$743,497.26 | | \$3,013.92 | |
| | | { Cost of equipment—page 29 | | | | | |
| 77,459.09 | | Cash and current assets—page 23 | | 61,116.58 | | | \$16,342.51 |
| | | OTHER ASSETS— | | | | | |
| | | Materials and supplies | | 1,013.55 | | | 27.98 |
| 1,041.53 | | Grand total | | | \$805,627.39 | | \$13,356.57 |
| | \$818,983.96 | | | | | | |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|--------------|----------------|--------------|----------------------------|-------------|
| LIABILITIES. | | Item. | Total. | Increase. | Decrease. |
| \$250,000.00 | ..... | \$250,000.00 | ..... | ..... | ..... |
| 500,000.00 | ..... | 500,000.00 | ..... | ..... | ..... |
| 15,288.88 | ..... | 19,288.56 | ..... | \$4,050.18 | ..... |
| 589.14 | ..... | 670.55 | ..... | 81.41 | ..... |
| 53,156.44 | ..... | 35,668.28 | ..... | ..... | \$17,488.16 |
| | | | | | |
| ..... | \$818,983.96 | ..... | \$805,627.39 | ..... | \$13,356.57 |

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment Mortgaged. |
|------------------------------|----------------------|-------|--------|--------------------------------------|---------------------------|
| | From | To | Miles. | | |
| First mortgage..... | In Minneapolis ..... | ..... | 1.60 | \$147,920 | All |

All income mortgaged.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compen- sation. |
|--|---------|---------------------------------------|------------------------------------|--|
| General office clerks..... | 1 | 365 | \$180.00 | \$0.49 |
| Station agents..... | 1 | 365 | 1,200.00 | 3.29 |
| Other station men..... | 1 | 365 | 300.00 | .82 |
| Enginemen..... | 2 | 654 | 2,125.80 | 3.25 |
| Firemen..... | 2 | 648 | 1,298.00 | 2.00 |
| Section foremen..... | 1 | 365 | 680.00 | 1.81 |
| Other trackmen..... | 5 | 1,750 | 2,199.00 | 1.25 |
| Switchmen, flagmen and watchmen..... | 19 | 2,256 | 5,962.20 | 2.64 |
| All other employees and laborers..... | 15 | 1,818 | 3,660.00 | 2.01 |
| Total (including general officers) Minn..... | 57 | 8,595 | \$17,583.00 | \$2.05 |
| Total (excluding general officers) Minn..... | 57 | 8,595 | \$17,583.00 | \$2.05 |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration..... | 1 | 365 | \$180.00 | \$0.49 |
| Maintenance of way and structures..... | 6 | 2,124 | 2,859.00 | 1.35 |
| Conducting transportation..... | 50 | 6,106 | 14,544.00 | 2.38 |
| Total (including general officers) Minn..... | 57 | 8,595 | \$17,583.00 | \$2.05 |
| Total (excluding general officers) Minn..... | 57 | 8,595 | \$17,583.00 | \$2.05 |
| Total (including general officers) entire line..... | 57 | 8,595 | \$17,583.00 | \$2.05 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

PASSENGER AND FREIGHT.

| | |
|---|-------------|
| Gross earnings from operation—page 35..... | \$70,631.50 |
| Gross earnings from operation per mile of road..... | 84,798.84 |
| Gross earnings from operation per train mile..... | 33,253.35 |
| Operating expenses—page 45..... | 16,880.96 |
| Income from operation—page 31..... | 37,378.15 |
| Income from operation per mile of road..... | 38,412.88 |
| Train mileage. See note. | |

(Page 60.)

EXPLANATORY REMARKS.

This company performs a switching service only, and keeps no record of mileage made by its switching engines or of the cars belonging to other companies which it may handle.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

(No record kept. See Note on Page 60.)

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|-----------------------------------|---------------------------|------------------------------|------------------------------------|-------|--|-------|
| | | | No. | Name. | No. | Name. |
| Locomotives Owned and Leased— | | | | | | |
| Switching..... | | 2 | ..... | ..... | ..... | ..... |
| Total locomotives in service..... | | 2 | ..... | ..... | ..... | ..... |
| Total locomotives owned..... | | 2 | ..... | ..... | ..... | ..... |

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Com- pany Oper- ated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Con- structed During Year. | RAILS. | |
|---|------------------------------------|------------------------|---|--|--|-------------------------------|---|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | Iron. | Steel. |
| Miles of single track | 1.00 | ..... | ..... | ..... | .84 | 2.08 | ..... | ..... | 1.00 |
| Miles of yard track and sidings | 4.00 | ..... | ..... | ..... | .80 | 5.08 | ..... | ..... | 4.00 |
| Total mileage operated (all tracks) | 6.88 | ..... | ..... | ..... | .73 | 7.11 | ..... | ..... | 6.88 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | | | | | | | |
|---|------|-------|-------|-------|-----|------|-------|-------|-------|
| Minnesota | 1.00 | ..... | ..... | ..... | .84 | 2.08 | ..... | ..... | 2.08 |
| Total mileage operated (single track) | 1.00 | ..... | ..... | ..... | .84 | 2.08 | ..... | ..... | ..... |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|------------------------|----------------------------|--|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota | 1.00 | ..... | 1.00 | ..... | ..... | 1.00 |
| Total mileage owned (single track) | 1.00 | ..... | 1.00 | ..... | ..... | 1.00 |

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID, DURING YEAR—KIND. | Number. | Average Price at Distributing Point. |
|----------------------------------|---------|--------------------------------------|
| Hard wood..... | 525 | \$0.30.2 |
| Other..... | 248 | .35.1 |
| Total..... | 773 | \$0.37.9 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|-------------------------|--------------------|----------------------------|------------|-----------------------------------|
| Switching..... | 1,788 | 50 | 1,818 | No record. | ..... |
| Total..... | 1,788 | 50 | 1,818 | ..... | ..... |
| Average cost at distributing point.. | \$2.94 | \$1.75 | ..... | ..... | ..... |

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|------------|---------|-------------------------|-----------------------|-----------------------|
| BRIDGES— | | | | |
| Iron..... | 2 | 1,880 | 50 | 1,880 |
| Total..... | 2 | 1,880 | ..... | ..... |

Gauge of track, 4 feet 8½ inches. 1.60 miles.

Northern Pacific Railway Company.

HISTORY.

(Page 2.)

1. Name of common carrier making this report? Northern Pacific Railway Company.
2. Date of organization? Chartered by State of Wisconsin, March 15, 1870. Amended Jan. 20, 1871, March 6, 1871, and April 15, 1895.
3. Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. See above. Original name, Superior & St. Croix R. R. Co., changed in July, 1896 by resolution of stockholders and directors to Northern Pacific Railway Company.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
5. Date and authority for each consolidation? See 4.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. See 2.

ORGANIZATION.

(Page 5.)

| Names of Directors. | Post-Office Address. | Date of Expiration of Term. |
|-------------------------|----------------------|--------------------------------|
| Edward D. Adams..... | New York..... | October, 1899 |
| Dumont Clark..... | New York..... | October, 1899 |
| Charles H. Coster..... | New York..... | October, 1899 |
| Robert M. Galloway..... | New York..... | October, 1899 |
| George F. Baker..... | New York..... | October, 1899 |
| Brayton Ives..... | New York..... | October, 1899 |
| D. Willis James..... | New York..... | October, 1899 |
| Daniel S. Lamont..... | New York..... | October, 1899 |
| Charles S. Mellen..... | St. Paul, Minn..... | October, 1899 |
| John S. Kennedy..... | New York..... | October, 1899 |
| Walter G. Oakman..... | New York..... | October, 1899 |
| Oliver H. Payne..... | New York..... | October, 1899 |
| Samuel Spencer..... | New York..... | October, 1899 |
| James Stillman..... | New York..... | October, 1899 |
| Eben B. Thomas..... | New York..... | October, 1899 |

Total number of stockholders at date of last election? 19.

Date of last meeting of stockholders for election of directors? Oct. 4, 1898.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed. H. A. Gray, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-------------------------------|------------------------|---------------------|
| President..... | Charles S. Mellen..... | St. Paul, Minn. |
| First vice president..... | Daniel S. Lamont..... | New York City |
| 2d vice pres. and gen. mgr.. | J. W. Kendrick | St. Paul, Minn. |
| 3d vice pres. and traf. mgr.. | J. M. Hannaford..... | St. Paul, Minn. |
| Secretary..... | George H. Earl..... | New York City |
| Treasurer..... | Charles A. Clark..... | St. Paul, Minn. |
| General counsel..... | Francis L. Stetson.... | New York City |
| General counsel..... | Charles W. Bunn..... | St. Paul, Minn. |
| Associate gen. counsel.... | Wm. Nelson Cromwell. | New York City |
| Comptroller..... | Henry A. Gray..... | St. Paul, Minn. |
| Auditor..... | M. P. Martin..... | St. Paul, Minn. |
| Chief engineer..... | E. H. McHenry..... | St. Paul, Minn. |
| General superintendent.... | M. C. Kimberly..... | St. Paul, Minn. |
| Asst. gen. supt..... | W. G. Pearce..... | Tacoma, Wash. |
| Division superintendent.... | A. E. Law..... | Minneapolis, Minn. |
| Division superintendent.... | A. J. Sovereign..... | Staples, Minn. |
| Division superintendent.... | M. M. Fowler..... | St. Paul, Minn. |
| Division superintendent.... | E. C. Blanchard..... | Duluth, Minn. |
| Division superintendent.... | G. W. Vanderslice.... | Winnipeg, Man. |
| Division superintendent.... | C. J. Wilson..... | Jamestown, N. D. |
| Division superintendent.... | Newman Kline | Glendive, Mont. |
| Division superintendent.... | H. J. Horn..... | Livingston, Mont. |
| Division superintendent.... | Chas. Russell.. .. | Missoula, Mont. |
| Division superintendent.... | F. W. Gilbert..... | Spokane, Wash. |
| Division superintendent.... | E. J. Pearson..... | Tacoma, Wash. |
| Supt. of telegraph..... | O. C. Greene..... | St. Paul, Minn. |
| General freight agent..... | S. L. Moore | St. Paul, Minn. |
| Asst. gen. freight agent.... | S. G. Fulton..... | Portland, Ore. |
| General passenger agent.... | Charles S. Fee..... | St. Paul, Minn. |
| General ticket agent..... | Charles S. Fee..... | St. Paul, Minn. |
| Asst. gen. ticket agent.... | A. L. Craig..... | St. Paul, Minn. |
| General baggage agent.... | W. H. Lowe | St. Paul, Minn. |
| Land commissioner..... | W. H. Phipps..... | St. Paul, Minn. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|----------------------------------|--|---|------------------------------------|--|
| | From | To | | |
| 1. a Main line | Wisconsin state line.. Duluth Junction..... St. Paul | No. Dakota state line Center St. Louis river bridge Staples and Brainerd jointly between Du- luth and Carlton, sh- own below | 287.15 1.85 181.27 11.46 | 481.53 |
| b Little Falls & Dakota br'ch | Little Falls | Morris | 87.78 | ..... |
| Fergus Falls branch..... | Wadena Jct..... | Dakota state line..... | 74.97 | ..... |
| Red River & Winnipeg br'h | Winnipeg Jct..... | Dakota state line..... | 85.45 | ..... |
| Red Lake Falls branch..... | Fertile | Carthage | 55.25 | ..... |
| Keystone branch..... | Key West | Sherrack | 6.01 | ..... |
| | Main line spurs..... | ..... | 21.55 | ..... |
| | Branch line spurs..... | ..... | 5.68 | ..... |
| | Add ½ spurs owned jointly in Duluth, as shown below ..... | ..... | 8.11 | 849.80 |
| 5. St. Paul Union Depot Co. | Line represented by capital stock..... | ..... | ..... | 781.88 |
| Minnesota Transfer Ry. Co. | In St. Paul ..... | ..... | .56 | ..... |
| Chicago, Mil. & St. P. Ry. | In St. Paul ..... | ..... | 1.08 | ..... |
| Duluth Union Depot Co. | In Minneapolis..... | ..... | .57 | ..... |
| Mpls. & St. Louis Ry. Co. | In Duluth..... | ..... | .25 | ..... |
| | In Minneapolis..... | ..... | 1.62 | ..... |
| Tracks Owned Jointly— | | | | |
| N. P. Ry. and St. P. & D. R. R. | Duluth | Carlton | 22.92 | ..... |
| Sundry spur tracks in..... | Duluth ..... | ..... | 6.22 | ..... |
| | | | 29.14 | ..... |
| | Less ½ shown above ..... | ..... | 14.57 | ..... |
| | | | 14.57 | 18.60 |
| Total | | | | 790.08 |

(Page 9.)

PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|---------------------------------|---|---|--|---|
| | From. | To. | | |
| 1. a Northern Pacific Railway | Ashland and St. Paul Sundry main line sp Add $\frac{1}{2}$ track owned luth and Carlton, s | Portland..... urs..... jointly between Du- hown below..... | 2,329.35 91.48 11.46 | ..... ..... ..... |
| b Branch lines and spurs.... | Per list on page 9, B. Add $\frac{1}{2}$ spurs owned Superior, shown be | jointly in Duluth and low..... | 2,329.35 8.62 | 2,432.29 |
| | Line represented by | capital stock..... | ..... | 4,656.27 |
| 2. Spokane & Seattle branch... | Spokane, Wash..... | G. N. conn., Wash... | 4.54 | ..... |
| Montana Railway..... | Butte Hill, Montana... | ..... | 8.00 | ..... |
| Montana Railway..... | Stuart, Montana..... | Anaconda, Montana.. | 19.89 | ..... |
|  |  |  | ..... | 32.43 |
| 8. Montana Union Railway..... | Garrison, Montana... | Butte Hill, Montana.. | 68.78 | ..... |
| Washington Central Ry..... | Cheney, Wash..... | Coulee City, Wash.... | 109.58 | 173.31 |
| 5. St. Paul Union Depot Co..... | In St. Paul, Minn..... | ..... | .56 | ..... |
| Minnesota Transfer Ry. Co.... | In St. Paul, Minn..... | ..... | 1.08 | ..... |
| Chgo. Mil. & St. Paul Ry. Co. | In Minneapolis, Minn.. | ..... | .57 | ..... |
| Duluth Union Depot Co..... | In Duluth, Minn..... | ..... | .25 | ..... |
| Chgo. & Nor. Western Ry. Co. | In Ashland, Wis..... | ..... | .38 | ..... |
| Nor. Pacific Terminal Co..... | In Portland, Oregon.... | ..... | 1.92 | ..... |
| Mpls. & St. Louis R. R. Co.... | In Minneapolis, Minn.. | ..... | 1.62 | ..... |
| Montana Central Ry..... | Wickes, Montana..... | Amazon, Montana.... | 4.81 | ..... |
|  |  |  | ..... | 10.09 |
| Tracks owned jointly— |  |  | ..... | ..... |
| N. P. Ry. Co. and St. P. & |  |  | ..... | ..... |
| D. R. R. Co..... | Duluth, Minn..... | Carlton, Minn.. | 22.92 | ..... |
| Sundry spur tracks in Du | luth and Superior.... | ..... | 7.29 | ..... |
| | | | | |
| | | | 30.15 | ..... |
| | Less $\frac{1}{2}$ shown above.. | ..... | 15.08 | ..... |
| | | | | |
| | | | 15.07 | 25.16 |
| Total..... |  |  | ..... | 4,887.17 |

PROPERTY OPERATED—Continued.

(Page 9, B.)

EXPLANATORY REMARKS.

| NAME OF ROAD. | Main Track, Miles. | Branches, Miles. | Total, Miles. |
|-----------------------------------|-----------------------|---------------------|---------------|
| Little Falls & Dakota branch..... | 87.78 | 3.21 | 90.99 |
| Fergus Falls branch..... | 117.05 | .18 | 117.23 |
| Red River & Winnipeg branch..... | 257.68 | 2.02 | 259.65 |
| Red Lake Falls branch..... | 55.25 | 1.04 | 56.29 |
| Winnipeg Transfer Railway..... | 1.24 | ..... | 1.24 |
| Keystone branch..... | 6.01 | ..... | 6.01 |
| Fairview branch..... | 18.79 | 1.05 | 14.84 |
| Fargo & Southwestern branch..... | 108.71 | .13 | 108.84 |
| James River branch..... | 48.55 | ..... | 48.55 |
| Oakes branch..... | 15.20 | ..... | 15.20 |
| Cooperstown branch..... | 36.75 | ..... | 36.75 |
| Devils Lake branch..... | 107.65 | ..... | 107.65 |
| Sykeston branch..... | 12.97 | ..... | 12.97 |
| Brandon branch..... | 145.24 | .17 | 145.41 |
| Portage la Prairie branch..... | 52.52 | ..... | 52.52 |
| Souris River branch..... | 46.50 | ..... | 46.50 |
| Rocky Fork branch..... | 44.37 | 1.10 | 45.47 |
| Clarke Fork branch..... | 19.44 | 8.40 | 22.84 |
| Park branch..... | 51.45 | 2.08 | 58.48 |
| Ookedale branch..... | 3.59 | .45 | 4.04 |
| Butte line..... | 70.88 | 1.16 | 72.04 |
| Gaylord & Ruby Valley branch..... | 27.91 | .09 | 28.00 |
| Red Bluff branch..... | 20.90 | .15 | 21.05 |
| Pony branch..... | 7.09 | ..... | 7.09 |
| Boulder branch..... | 45.99 | .58 | 46.27 |
| Wickes branch..... | 5.83 | .99 | 6.82 |
| Elkhorn branch..... | 20.12 | 1.25 | 21.37 |
| Red Mountain branch..... | 16.52 | 1.64 | 18.16 |
| Marysville branch..... | 12.58 | ..... | 12.58 |
| Phillipsburg branch..... | 32.12 | 2.88 | 35.00 |
| Bitter Root branch..... | 50.85 | 2.87 | 53.72 |
| Cœur d'Alene line..... | 139.54 | 1.35 | 140.89 |
| Burke branch..... | 6.84 | 1.39 | 8.23 |
| Fort Sherman branch..... | 13.05 | .62 | 14.27 |
| Palouse & Lewiston branch..... | 138.62 | 2.40 | 141.02 |
| Genesee branch..... | 27.52 | .44 | 27.96 |
| Farmington branch..... | 5.94 | ..... | 5.94 |
| Roslyn branch..... | 5.41 | .07 | 5.48 |
| Green River branch..... | 10.62 | 1.25 | 11.87 |
| Burnett branch..... | 8.73 | .46 | 4.19 |
| Wilkeson branch..... | 9.70 | .70 | 10.40 |
| Crocker branch..... | 5.29 | .08 | 5.37 |
| Orting branch..... | 7.64 | 3.23 | 10.87 |
| Seattle line..... | 31.53 | 2.02 | 33.55 |
| Elma branch..... | 9.99 | .48 | 10.42 |
| Olympia branch..... | 56.43 | .97 | 57.40 |
| Grays Harbor branch..... | 53.29 | 1.60 | 54.89 |
| Aberdeen branch..... | 6.84 | 1.39 | 8.23 |
| Cosmopolis branch..... | 1.62 | .19 | 1.81 |
| South Bend branch..... | 56.68 | .98 | 57.66 |
| Lake Washington branch..... | 12.10 | ..... | 12.10 |
| Spokane & Seattle branch..... | 28.95 | .29 | 29.24 |
| Total..... | 2,174.11 | 46.25 | 2,220.36 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Author- ized. | Par Value of Shares. | Total Par Value Author- ized. | Total Amount Issued and Out- standing. | Dividends Declared During Year. | |
|-------------------------------|---|----------------------------|--|--|------------------------------------|-------------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | 800,000 | \$100 | \$80,000,000 | \$80,000,000 | 2 % | \$1,600,000 |
| Capital stock, preferred..... | 750,000 | 100 | 75,000,000 | 75,000,000 | 4 % | 3,000,000 |
| Total..... | 1,550,000 | | \$155,000,000 | \$155,000,000 | | \$4,600,000 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued Dur- ing Year. | Total Number Shares Issued and Outstanding | Total Cash Realized. |
|--|--|---|--|-------------------------|
| Issued for organization (Common..... | | | 800,000 | \$80,000,000 |
| Purchase of N. P. R. R. (Preferred..... | | | 750,000 | 75,000,000 |
| Co.'s property. | | | | |
| Total..... | | | 1,550,000 | \$155,000,000 |

(Page 19.)

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------|----------------|-----------|-----------------------------|----------------|---------------------|---------------------------------|---------------|---------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate, Per Ct. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| N. P. R. R. Co.— | | | | | | | | | | |
| General first mortgage..... | 1881 | 1921 | ..... | ..... | \$5,375,000 | ..... | 6 } | Jan. July } | \$450,870.00 | \$596,310.00 |
| Missouri Division..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 330.00 |
| St. P. & N. P. Ry. Co.— | | | | | | | | | | |
| General mortgage..... | 1883 | 1923 | ..... | ..... | 8,021,000 | ..... | 6 } | Feb. Aug. } | 481,225.33 | 480,370.33 |
| Western R. R. mortgage..... | 1877 | 1907 | ..... | ..... | 402,000 | ..... | 7 } | May Nov. } | 28,186.23 | 28,466.23 |
| N. P. Ry. Co.— | | | | | | | | | | |
| Prior lien mortgage..... | 1897 | 1997 | \$130,000,000 | ..... | 90,589,600 | ..... | 4 } | Jan., Apr. } | 3,497,871.77 | 3,458,026.77 |
| General lien mortgage..... | 1897 | 2047 | 60,000,000 | ..... | 56,000,000 | ..... | 3 } | July, Oct. } | 1,621,120.00 | 1,610,956.25 |
| Grand total..... | ..... | ..... | \$190,000,000 | ..... | \$100,387,600 | ..... | ..... | ..... | \$6,079,273.33 | \$6,144,456.58 |

NOTE.—The first three classes of bonds were assumed by the Northern Pacific Railway Co. Sept. 1, 1896; the prior lien and general lien mortgage bonds were issued in payment for the property, for retiring the bonds assumed and for improvements, betterments and new mileage construction since Sept. 1, 1896.

RECAPITULATION OF FUNDED DEBT.

(Page 28.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|-------------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | | | | |
| Miscellaneous obligations—page 19..... | | \$160,887,000.00 | \$6,079,278.83 | \$6,144,459.58 |
| Income bonds—page 19..... | | | | |
| Equipment trust obligations—page 21..... | | | | |
| Total..... | | \$160,887,000.00 | \$6,079,278.83 | \$6,144,459.58 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|-----------------------|---|-----------------------|
| Cash..... | \$6,742,715.84 | Audited vouchers and accounts..... | \$1,746,083.06 |
| Bills receivable..... | 44,786.34 | Wages and salaries..... | 1,225,410.27 |
| Due from agents..... | 432,588.56 | Dividends not yet payable..... | 1,550,000.00 |
| Due from solvent companies and individuals..... | 1,197,168.53 | Matured interest coupons unpaid (including coupons due July 1)..... | 1,112,615.26 |
| Net traffic balances due from other companies..... | 44,022.24 | Taxes accrued..... | 629,911.28 |
| Total cash and current assets..... | \$8,511,241.01 | Miscellaneous..... | 111,887.57 |
| | | Total current liabilities..... | \$6,276,887.42 |
| | | Balance cash assets..... | 2,235,908.59 |
| Total..... | \$8,511,241.01 | Total..... | \$8,511,241.01 |

Materials and supplies on hand, \$1,768,216.26. (See General Balance Sheet—Page 49.)

(Page 26.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---|------------------------------|-------------------------|-------------------------|--------------------------|--------------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17 | \$155,000,000.00 | \$155,000,000.00 | ..... | 4,656.27 | \$33,288.45 |
| Bonds—page 19 (grand total) | 100,387,600.00 | 100,387,600.00 | ..... | 4,656.27 | 34,445.51 |
| Equipment trust obligations—page 21 ..... | ..... | ..... | ..... | ..... | ..... |
| Total | \$315,387,600.00 | \$315,387,600.00 | ..... | 4,656.27 | \$67,733.96 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|-------------------------------------|-------------------------|-------------------------|-------------------------|--------------------------|--------------------|
| | | | | Miles. | Amount. |
| Northern Pacific Railway Co. | \$155,000,000.00 | \$109,387,600.00 | \$315,387,600.00 | 4,656.27 | \$67,734.00 |
| Washington Central Railway Co. | 1,000,000.00 | 1,538,000.00 | 2,538,000.00 | 109.53 | 23,172.00 |
| Grand total | \$156,000,000.00 | \$161,925,600.00 | \$317,925,600.00 | 4,765.80 | \$66,710.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Expenditures During Year, Not Included in Operating Expenses. | | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|---|---|---------------------------------------|------------------------------|------------------------------|----------------|
| | Charged to Income Account as Permanent Improvements. | Charged to Construction or Equipment. | | | |
| CONSTRUCTION—Road purchased at foreclosure and additions since. | | | | | |
| Engineering..... | \$5,760.05 | \$43,052.90 | \$206,626,459.40 | | |
| Right of way and station grounds..... | 13,759.24 | 10,886.48 | | | |
| Real estate..... | 25,982.80 | 500,858.88 | | | |
| Grading and masonry..... | 757,605.83 | 241,861.26 | | | |
| Tunnels..... | 184,792.69 | | | | |
| Bridges, trestles and culverts..... | 180,240.70 | 59,318.70 | | | |
| Ties..... | 41,880.09 | 62,472.09 | | | |
| Rails..... | 108,887.12 | 102,017.61 | | | |
| Track fastenings..... | 15,771.00 | 36,178.07 | | | |
| Track switches..... | 16,393.56 | 3,374.45 | | | |
| Ballast..... | 341,824.11 | 85,487.39 | | | |
| Track laying and surfacing..... | 34,292.60 | 58,570.21 | | | |
| Fencing right of way..... | 37,412.53 | 11,539.65 | | | |
| Crossings, cattle guards and signs..... | 696.83 | 5,463.59 | | | |
| Interlocking or signal apparatus..... | 4,453.60 | | | | |
| Telegraph lines..... | 6,533.25 | 3,922.36 | | | |
| Station buildings and fixtures..... | 54,630.53 | 24,058.66 | | | |
| Shops, roundhouses and turntables..... | 119,645.99 | 2,586.29 | | | |
| Shop machinery and tools..... | 5,248.53 | | | | |
| Water stations..... | 60,059.22 | 22,427.89 | | | |
| Fuel stations..... | 82,690.42 | 2,227.75 | | | |
| Docks and wharves..... | 22,427.01 | | | | |
| Other items..... | 91.13 | 60,138.43 | | | |
| Miscellaneous structures..... | 11,887.67 | 15,045.82 | | | |
| Cost of Montana Union and Montana Ry..... | | 598,129.75 | | | |
| Net proceeds of land department..... | | *1,142,903.22 | | | |
| Miscellaneous credits..... | | *285,134.78 | | | |
| Total construction..... | \$2,105,507.08 | \$530,111.08 | \$206,626,459.40 | \$297,156,570.48 | |
| EQUIPMENT—Purchased at foreclosure, with additions since. | | | | | |
| Locomotives..... | \$591.54 | \$203,982.09 | \$12,692,180.00 | \$12,692,180.00 | |
| Passenger cars..... | 17,906.69 | 139,135.46 | 905,994.72 | 590,976.81 | |
| Sleeping, parlor and dining cars..... | 22,990.03 | | | 139,135.46 | |
| Baggage, express and postal cars..... | | 49,724.45 | | 49,724.45 | |
| Freight cars..... | 17,079.92 | 1,018,742.75 | 171,809.89 | 1,190,552.64 | |
| Other cars of all classes..... | 12,544.00 | 226,591.22 | 82,235.73 | 258,826.95 | |
| Total equipment..... | \$71,112.18 | \$1,738,175.97 | \$13,202,220.34 | \$14,930,396.31 | |
| Total construction—page 27..... | 2,105,507.08 | 530,111.08 | 206,626,459.40 | 297,156,570.48 | |
| Grand total cost construction, equipment, etc..... | \$2,176,619.26 | \$2,268,287.05 | \$309,828,079.74 | \$312,086,966.70 | |
| * Total cost construction, equipment, etc.—state of Minnesota. | | | | | |
| * Deduct, | | | | | |

Inasmuch as property purchased at foreclosure embraced nearly 31,000,000 acres of land, it would be manifestly misleading to figure cost per mile on the amount shown.

It is impracticable to give cost by classification on this page.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|-----------------|-----------------|
| Gross earnings from operation—page 35..... | \$26,031,866.81 | |
| Less operating expenses—page 45..... | 12,332,645.27 | |
| Income from operation | | \$13,699,221.54 |
| Dividends on stocks owned—page 37..... | \$95,642.00 | |
| Interest on bonds owned—page 39..... | 110,368.33 | |
| Miscellaneous income—less expenses—page 41..... | 795,596.67 | |
| Income from other sources..... | | 1,001,607.00 |
| Total income | | \$14,700,828.54 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$6,079,273.33 | |
| Rents paid for lease of road—page 47, A..... | 61,520.00 | |
| Taxes | 750,133.36 | |
| Permanent improvements—page 29..... | 2,176,619.26 | |
| Total deductions from income..... | | 9,067,545.95 |
| Net income..... | | \$5,633,282.59 |
| Dividends, 2 per cent common stock—page 17..... | \$1,600,000.00 | |
| Dividends, 4 per cent preferred stock—page 17..... | 3,000,000.00 | |
| Total..... | | 4,600,000.00 |
| Surplus from operations of year ending June 30, 1899..... | | \$1,033,282.59 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report..... | | 387,703.50 |
| Surplus on June 30, 1899 (for entry on "general balance sheet," page 51..... | | \$1,420,986.09 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEMS. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|---|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$1,008,891.73 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$5,475.60 | |
| Other repayments..... | | 7,299.85 | |
| Total deductions..... | | \$12,775.45 | |
| Total passenger revenue..... | | | \$996,116.28 |
| Mail..... | | | 105,500.27 |
| Express..... | | | 87,859.51 |
| Extra baggage and storage..... | | | 22,140.93 |
| Other items..... | | | 14,552.32 |
| Total passenger earnings..... | | | \$1,226,169.31 |
| FREIGHT— | | | |
| Freight revenue..... | \$4,907,209.47 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$19,668.92 | |
| Total deductions..... | | \$19,668.92 | |
| Total freight revenue..... | | | \$4,887,540.55 |
| Other items..... | | | 3,246.78 |
| Total freight earnings..... | | | \$4,890,787.33 |
| Total passenger and freight earnings..... | | | \$6,116,956.64 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Switching charges—balance..... | \$109,642.41 | | |
| Telegraph companies..... | 2,912.80 | | |
| Rents from tracks, yards and terminals—page 41 | 202,661.14 | | |
| Rents not otherwise provided for..... | 21,753.82 | | |
| Other sources..... | 743.04 | | |
| Total other earnings..... | | | \$337,712.21 |
| Total gross earnings from operation—Minn..... | | | \$6,454,668.85 |
| Total gross earnings from operation—entire line | | | \$26,031,866.81 |

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

| NAME. | Total Par Value. | Rate. Per Ct. | Income or Dividend Received. | Valuation. |
|---|---------------------|------------------|------------------------------------|----------------|
| Oregon R. R. & Navigation Co..... | \$2,391,050.00 | 4 | \$95,642.00 | \$1,082,923.50 |
| Washington & Colorado River Ry. Co..... | 3,000,000.00 | | | 1.00 |
| Washington Central Ry. Co..... | 1,000,000.00 | | | 1.00 |
| Clearwater Short Line Ry. Co..... | 10,000.00 | | | 10,000.00 |
| Portage & Northwestern Ry. Co..... | 121,000.00 | | | 12,100.00 |
| Total..... | \$6,522,050.00 | | \$95,642.00 | \$1,105,025.50 |

B. Other Stocks.

| | | | | |
|----------------------------------|----------------|--|-------------|----------------|
| Northwestern Improvement Co..... | \$2,775,000.00 | | | \$775,000.00 |
| Total..... | \$2,775,000.00 | | | \$775,000.00 |
| Grand total, A and B..... | \$9,297,050.00 | | \$95,642.00 | \$1,880,025.50 |

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

| NAME. | Total Par Value. | Rate. | Income or Interest Received. | Valuation. |
|---|---------------------|----------|------------------------------------|----------------|
| Northern Pacific Ry. Co., prior lien.... | \$955,800.00 | | | \$955,800.00 |
| Northern Pacific Ry. Co., general lien .. | 1,839,000.00 | | | 1,102,486.80 |
| Minnesota Transfer Ry. Co..... | 2,000.00 | | | 2,000.00 |
| Washington & Colorado River Ry. Co.. | 2,245,000.00 | On acct. | \$55,000.00 | 582,315.25 |
| Washington Central Ry. Co..... | 280,000.00 | On acct. | 15,253.33 | 135,420.85 |
| Montana R. R. Co..... | 421,000.00 | | | 250,704.40 |
| Total..... | \$5,748,800.00 | | \$70,253.33 | \$3,044,727.30 |

B. Other Bonds.

| | | | | |
|----------------------------------|----------------|-----|--------------|----------------|
| Northwestern Improvement Co..... | \$1,000,000.00 | 4 % | \$40,000.00 | \$1,000,000.00 |
| City of Ashland..... | | | 115.00 | Sold |
| Total..... | \$1,000,000.00 | | \$40,115.00 | \$1,000,000.00 |
| Grand total, A and B..... | \$6,748,800.00 | | \$110,368.33 | \$4,044,727.30 |

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|----------------------------------|-------------------------------|--|------------|--------------|
| Tracks, yards and terminals..... | West Superior..... | Eastern Ry. of Minn..... | \$3,000.00 | ..... |
| | West Superior..... | C., St. P., M. & O. Ry..... | 708.20 | ..... |
| | Iron River, W. Supr. | W. B. & I. Riv. Ry..... | 3,615.63 | ..... |
| | Duluth, W. Superior | Dul., S. S. & A. Ry..... | 3,337.20 | ..... |
| | Duluth..... | Dul., Sup. & Wn. R. R..... | 306.85 | ..... |
| | Duluth..... | Dul. & Iron Rge. R. R..... | 352.80 | ..... |
| | Duluth..... | Dul., Missabe & Nor. Ry. | 750.00 | ..... |
| | St. Paul, Mpolis..... | Chgo. Gt. Westn. Ry..... | 33,357.91 | ..... |
| | St. Paul, Mpolis..... | Mpolis. & St. Louis R. R. | 54,254.18 | ..... |
| | St. Paul, Mpolis..... | Wis. Centl. Lines..... | 19,909.64 | ..... |
| | St. Paul, Mpolis..... | M., St. P. & S. S. M. Ry..... | 82,623.73 | ..... |
| | St. Paul, Mpolis..... | Minn. Belt Line..... | 103.75 | ..... |
| | F. Falls, Breck'ridge | Gt. Nor. Ry. Line..... | 9,555.00 | ..... |
| | Huntley, Billings..... | Chgo., Burl. & Quin. R. R. | 13,125.12 | ..... |
| | Stuart, Anaconda..... | Butte, Ana. & Pac. Ry..... | 16,696.64 | ..... |
| | Silver Bow, Meadry'le | Oregon Sh. Line..... | 11,333.33 | ..... |
| | Bl. Riv. Jet, Seattle.. | Col. & Pug. Sd. R. R..... | 3,300.00 | ..... |
| | Goble, Portland..... | Astor. & Col. Riv. Ry..... | 24,322.29 | ..... |
| | Total..... | ..... | ..... | \$230,609.35 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|---|---------------|----------------|---------------------------|
| Interest on bank balance and sundry accounts | \$204,135.55 | ..... | ..... |
| Interest on cost St. Louis River bridge..... | 12,745.74 | ..... | ..... |
| Stumpage and net receipts from oper'tg dept. lands | 5,687.11 | ..... | ..... |
| Stock yards receipts and sundry rentals..... | 5,975.51 | ..... | ..... |
| Dividends from suspended banks..... | 307.11 | ..... | ..... |
| Income from securities held by trustee of prior lien mortgage as part of Nor. Pac. estate..... | 567,145.65 | ..... | ..... |
| Total..... | \$795,596.67 | ..... | \$795,596.67 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|-----------------------|
| Repairs of roadway | \$2,063,681.98 |
| Renewals of rails | 70,333.31 |
| Renewals of ties | 475,939.22 |
| Repairs and renewals of bridges and culverts | 468,838.16 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 58,065.06 |
| Repairs and renewals of buildings and fixtures | 312,916.12 |
| Repairs and renewals of docks and wharves | 47,387.18 |
| Repairs and renewals of telegraph | 46,331.80 |
| Stationery and printing | 3,650.22 |
| Other expenses | 1,050.21 |
| Total | \$3,548,798.26 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-----------------------|
| Superintendence | \$76,844.14 |
| Repairs and renewals of locomotives | 572,206.70 |
| Repairs and renewals of passenger cars | 230,580.34 |
| Repairs and renewals of freight cars | 764,886.51 |
| Repairs and renewals of work cars | 90,319.85 |
| Repairs and renewals of marine equipment | 7,148.42 |
| Repairs and renewals of shop machinery and tools | 60,549.43 |
| Stationery and printing | 3,606.57 |
| Other expenses | 108,455.07 |
| Total | \$1,914,597.03 |

CONDUCTING TRANSPORTATION.

| | |
|--|-----------------------|
| Superintendence | \$285,588.61 |
| Engine and round house men | 1,226,935.22 |
| Fuel for locomotives | 1,061,275.57 |
| Water supply for locomotives | 91,608.12 |
| Oil, tallow and waste for locomotives | 36,714.20 |
| Other supplies for locomotives | 13,666.30 |
| Train service | 804,820.31 |
| Train supplies and expenses | 173,259.68 |
| Switchmen, flagmen and watchmen | 310,255.20 |
| Telegraph expenses | 292,373.83 |
| Station service | 781,412.08 |
| Station supplies | 63,427.82 |
| Car mileage—balance | 66,827.78 |
| Hire of equipment—balance | 97,164.00 |
| Loss and damage | 49,800.07 |
| Injuries to persons | 31,280.48 |
| Clearing wrecks | 34,999.88 |
| Operating marine equipment | 69,420.79 |
| Advertising | 226,263.11 |
| Outside agencies | 38,808.05 |
| Commissions | 522.53 |
| Stock yards and elevators | 196,488.63 |
| Rents for tracks, yards and terminals—page 47, B. | 2,677.95 |
| Rents of buildings and other property | 57,575.31 |
| Stationery and printing | 25,076.32 |
| Other expenses | |
| Total | \$6,043,227.44 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | |
|--|---------------------|
| Salaries of general officers..... | \$170,984.56 |
| Salaries of clerks and attendants..... | 194,298.81 |
| General office expenses and supplies..... | 47,412.60 |
| Insurance..... | 108,162.22 |
| Law expenses..... | 164,917.18 |
| Stationery and printing (general offices)..... | 80,718.49 |
| Other expenses..... | 119,569.18 |
| Total..... | \$635,027.54 |

RECAPITULATION OF EXPENSES.

| | |
|---|------------------------|
| Maintenance of way and structures..... | \$3,546,708.28 |
| Maintenance of equipment..... | 1,914,597.08 |
| Conducting transportation..... | 6,048,227.44 |
| General expenses..... | 829,027.54 |
| Grand total..... | \$12,338,562.27 |
| Percentage of expenses to earnings—entire line..... | 47.38 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$494,925.67 |
| Maintenance of equipment..... | 820,492.16 |
| Conducting transportation..... | 1,365,965.91 |
| General expenses..... | 106,817.25 |
| Total..... | \$2,402,300.99 |
| Percentage of expenses to earnings—Minnesota..... | 37.22 |

(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|----------------------------|-------------------------------|--------------------------------|-------|--------------------|
| Washington Central Ry..... | \$61,520.00 | | | \$61,520.00 |
| Total rents, A..... | \$61,520.00 | | | \$61,520.00 |

B. Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|---|-------------------------------|---|------------|---------------------|
| Tracks..... | West Superior..... | C., St. P., M. & O. Ry.... | \$22.78 | |
| Tracks..... | Minn. Transfer..... | Chgo. Gt. Wn. Ry..... | 179.28 | |
| Tracks..... | Minneapolis..... | Mpolis. & St. Louis R. R. | 10,945.96 | |
| Tracks..... | Wickes, Amazon..... | Mont. Central Ry..... | 4,114.85 | |
| Tracks..... | Garrison, Butte..... | Oregon Sh. Line Ry..... | 34,221.24 | |
| Pass. facilities..... | St. Paul..... | St. Paul U. D. Co..... | 13,557.97 | |
| Pass. facilities..... | Minneapolis..... | C., M. & St. P. Ry..... | 10,999.92 | |
| Pass. facilities..... | Duluth..... | Duluth U. D. & Tr. Co.... | 12,838.58 | |
| Terminal facilities | Ashland..... | Chgo. & N. W. Ry..... | 3,197.21 | |
| Terminal facilities | West Superior..... | L. S. T. & Tr. Co..... | 6,777.77 | |
| Terminal facilities | Minn. Transfer..... | Minn. Transfer Ry. Co.... | 42,824.88 | |
| Terminal facilities | Portland..... | N. P. Terminal Co..... | 106,818.58 | |
| | | | | \$246,498.51 |
| Less amount collected from other companies and Minneapolis terminal facilities..... | | for their proportion of ex-inal facilities..... | | 49,994.98 |
| Grand total, B..... | | | | \$196,498.98 |

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| JUNE 30, 1898. | | ASSETS. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|------------------|------------------|---|--|------------------|------------------|----------------------------|--------------|
| Item. | Total. | | | Item. | Total. | Increase. | Decrease. |
| \$304,626,459.40 | | Cost of road—page 27..... | | \$297,156,570.48 | | \$530,111.08 | |
| 13,302,220.34 | | Cost of equipment—page 29..... | | 14,480,306.31 | | 1,728,175.97 | |
| \$2,822,624.70 | | Stocks owned—page 37..... | | \$1,880,025.50 | | | |
| 2,942,802.06 | | Bonds owned—page 38..... | | 4,044,727.30 | | | |
| \$5,705,436.84 | | | | \$5,024,752.80 | | | |
| 1,847,713.13 | 3,917,713.71 | Less profits on sundry investments..... | | 2,577,945.46 | 3,347,407.34 | | \$570,306.37 |
| | 500,000.00 | Insurance fund assets..... | | | 475,797.61 | | 24,302.39 |
| | 286,313.06 | Land department current assets..... | | | 692,157.05 | | |
| | 10,859,381.86 | Cash and current assets—page 28..... | | | 8,511,241.01 | 405,845.99 | |
| | | Betterment and enlargement fund assets..... | | | 1,174,239.68 | 1,174,239.68 | 2,448,060.35 |
| | | OTHER ASSETS— | | | | | |
| | 1,694,404.42 | Materials and supplies..... | | | 1,703,216.26 | 98,811.84 | |
| | 161,173.44 | Sinking fund, cash..... | | | 110,682.60 | | 50,240.84 |
| | | Advances to subsidiary lines..... | | | 795,991.73 | 795,991.73 | |
| | | Cash and bonds available for reduction of prior lien mt'g debt..... | | | 298,350.00 | 298,350.00 | |
| | | Grand total..... | | | \$329,256,900.07 | \$1,998,684.34 | |
| | \$327,317,615.73 | | | | | | |

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| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|------------------|--|------------------|----------------------------|----------------|
| | | LIABILITIES. | | | |
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$155,000 00 00 | | Capital stock—page 17..... | \$155,000 00 00 | | |
| 159,743 40 00 | | Funded debt—page 23..... | 160,387 60 00 | \$844,200 00 | |
| 2,756 60 00 | | General first mortgage conversion fund..... | 1,612 40 00 | | \$1,144,200 00 |
| 4,965 294 51 | | Current liabilities—page 23..... | 6,275,387 42 | 1,310,072 91 | |
| 433 60 00 | | Accrued interest on funded debt not yet payable..... | 498,400 00 | 2,765 00 | |
| 531 042 72 | | Liquidation fund..... | 647 778 95 | 116,736 23 | |
| 500 00 00 | | Insurance fund..... | 475,797 61 | | |
| 3,000 00 00 | | Special reserve fund for dividends on preferred stock..... | 3,000,000 00 | | |
| 887,703 50 | | Profit and loss—page 31 (or 32)..... | 1,420,886 09 | 1,033,282 59 | |
| | \$327,317,615 73 | Grand total..... | \$329,256,800 07 | \$1,988,684 34 | |

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

7. Increase in bonded debt, \$644,200.

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SECURITY FOR FUNDED DEBT—PAGE 23.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Income Mortgaged. |
|---|---|------------------------------------|--------------------|--------------------------------------|------------------------|
| | From | To | Miles. | | |
| General first mortgage of Northern Pacific Ry. Co. | Ashland..... | Wallula and Portland..... | See note* 60.00 | \$25,000.00 | ..... |
| St. Paul & Northern Pac. Ry. Co., Western R. R. of Minn. | St. Paul and Minneapolis..... | Brainerd..... | 181.27 | 8,333.33 | Lands |
| General mortgage..... | Little Falls..... | Staples..... | See note † | See note † | ..... |
| Northern Pacific Ry. Co., prior lien mortgage..... | St. Paul and Ashland and branch..... | Portland and Wallula lines..... | 4,656.27 | See note ‡ | ..... |
| General lien mortgage..... | St. Paul and Ashland and branch..... | Portland and Wallula lines..... | 4,656.27 | See note § | ..... |

* Entire main line and appurtenances, equipment, lands and franchises and all property now held or hereafter acquired, subject to the rights of preferred stockholders (N. P. R. R. Co.) in lands in Minnesota and Dakota, east of the Missouri river.

† On railroad, land grant (subject to above mortgage), real estate, franchises, structures and facilities, terminal or otherwise.

‡ Main line, branches, terminals, lands and rights to lands, equipment and other property, and all property subsequently acquired by means of any of the bonds to be issued under the prior lien or under the general lien mortgages (subject to above mortgages).

§ Second and subordinate in lien to the prior lien mortgage and covering the same property.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensa- tion. |
|--|---------|---------------------------------------|------------------------------------|--|
| General officers | 35 | 12,520 | \$228,723.13 | \$18.27 |
| Other officers | 8 | 2,895 | 26,625.00 | 9.20 |
| General office clerks | 376 | 135,319 | 288,765.16 | 2.13 |
| Station agents | 73 | 25,830 | 50,107.16 | 1.94 |
| Other station men | 244 | 87,923 | 142,251.20 | 1.62 |
| Enginemen | 98 | 35,162 | 144,289.75 | 4.10 |
| Firemen | 98 | 35,162 | 81,162.98 | 2.31 |
| Conductors | 64 | 22,988 | 75,131.80 | 3.28 |
| Other trainmen | 134 | 48,075 | 98,050.86 | 2.04 |
| Machinists | 169 | 52,693 | 114,417.67 | 2.17 |
| Carpenters | 71 | 22,186 | 47,840.91 | 2.16 |
| Other shopmen | 726 | 226,584 | 443,368.61 | 1.96 |
| Section foremen | 129 | 46,614 | 70,120.09 | 1.50 |
| Other trackmen | 457 | 142,791 | 188,298.30 | 1.32 |
| Switchmen, flagmen and watchmen | 140 | 50,293 | 109,164.41 | 2.17 |
| Telegraph operators and dispatchers | 94 | 33,855 | 74,197.53 | 2.19 |
| All other employes and laborers | 429 | 133,507 | 236,224.71 | 1.77 |
| Total (including gen. officers)—Minn.... | 3,345 | 1,114,347 | \$2,418,739.27 | \$2.17 |
| Less general officers | 35 | 12,520 | 228,723.13 | ..... |
| Total (excluding gen. officers)—Minn.... | 3,310 | 1,101,827 | \$2,190,016.14 | \$1.99 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration | 525 | 188,791 | \$617,390.59 | \$3.27 |
| Maintenance of way and structures | 878 | 273,891 | 410,903.03 | 1.50 |
| Maintenance of equipment | 978 | 304,924 | 606,326.28 | 1.99 |
| Conducting transportation | 964 | 346,741 | 784,119.37 | 2.26 |
| Total (including gen. officers)—Minn.... | 3,345 | 1,114,347 | \$2,418,739.27 | \$2.17 |
| Less general officers | 35 | 12,520 | 228,723.13 | ..... |
| Total (excluding gen. officers)—Minn.... | 3,310 | 1,101,827 | \$2,190,016.14 | \$1.99 |
| Total (inc. gen. officers) entire line | 14,350 | 4,731,576 | \$9,558,646.12 | \$2.02 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Re- venue and Rates. |
|--|--|-------------------------------------|
| | | Dols. Cts. Mls. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 573,519 | |
| Number of passengers carried one mile..... | 49,138,502 | |
| Number of passengers carried one mile per mile of road..... | 64,716 | |
| Average distance carried..... | 85.68 | |
| Total passenger revenue—page 35..... | | 3006,116.38 |
| Average amount received from each passenger..... | | 1.73.05 |
| Average receipts per passenger per mile..... | | .02.07 |
| Total passenger earnings—page 35..... | | 1,226,160.31 |
| Passenger earnings per mile of road..... | 759.29 | 1,614.90 |
| Passenger earnings per train mile..... | 932,540 | 1.31.48 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63..... | 2,323,633 | |
| Number of tons carried one mile..... | 465,120,423 | |
| Number of tons carried one mile per mile of road..... | 612,573 | |
| Average distance haul of one ton..... | 199.9 | |
| Total freight revenue—page 35..... | | 4,987,540.55 |
| Average amount received for each ton of freight..... | | 2.10.42 |
| Average receipts per ton per mile..... | | .01.051 |
| Total freight earnings—page 35..... | | 4,800,787.33 |
| Freight earnings per mile of road..... | 759.29 | 6,441.23 |
| Freight earnings per train mile..... | 1,343,855 | 3.63.95 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 5,833,656.93 |
| Passenger and freight revenue per mile of road..... | 759.29 | 7,743.59 |
| Passenger and freight earnings—page 35..... | | 6,116,956.64 |
| Passenger and freight earnings per mile of road..... | 759.29 | 8,053.15 |
| Gross earnings from operation—page 35..... | | 6,454,063.55 |
| Gross earnings from operation per mile of road..... | 759.29 | 8,500.98 |
| Gross earnings from operation per train mile..... | 2,276,404 | 2.88.56 |
| Operating expenses—page 45..... | | 2,402,300.99 |
| Operating expenses per mile of road..... | 759.29 | 3,103.75 |
| Operating expenses per train mile..... | 2,276,404 | 1.05.53 |
| Income from operation—page 31..... | | 4,052,467.86 |
| Income from operation per mile of road..... | 759.29 | 5,837.18 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 896,977 | |
| Miles run by freight trains..... | 1,243,140 | |
| Miles run by mixed trains..... | 184,287 | |
| Total mileage trains earning revenue..... | 2,276,404 | |
| Miles run by construction and other trains..... | 149,566 | |
| Grand total train mileage..... | 2,425,960 | |
| Mileage of loaded freight cars—east..... | 16,245,789 | |
| Mileage of loaded freight cars—west..... | 18,160,819 | |
| Mileage of empty freight cars—east..... | 6,032,219 | |
| Mileage of empty freight cars—west..... | 5,396,774 | |
| Average number of freight cars in train..... | 34.53 | |
| Average number of loaded cars in train..... | 25.61 | |
| Average number of empty cars in train..... | 8.95 | |
| Average number of tons of freight in train..... | 846.11 | |
| Average number of tons of freight in each loaded car..... | 13.515 | |

(Page 60.)

EXPLANATORY REMARKS.

Average mileage operated during the year, 759.29.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|--|--|-------------------------------------|----------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 1,927,028 | | | |
| Number of passengers carried one mile..... | 218,209,799 | | | |
| Number of passengers carried one mile per mile of road..... | 46,559 | | | |
| Average distance carried..... | 110.64 | | | |
| Total passenger revenue—page 35..... | | \$4,867,721.49 | | |
| Average amount received from each passenger..... | | | 2.52 | .608 |
| Average receipts per passenger per mile..... | | | .02 | .288 |
| Total passenger earnings—page 35..... | | 6,121,119.74 | | |
| Passenger earnings per mile of road..... | 4,579.30 | | 1,336.69 | |
| Passenger earnings per train mile..... | 3,768,864 | | 1.62 | .413 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 5,816,639 | | | |
| Number of tons carried one mile..... | 1,890,855,264 | | | |
| Number of tons carried one mile per mile of road..... | 399,811 | | | |
| Average distance haul of one ton..... | 314.8 | | | |
| Total freight revenue—page 35..... | | 19,162,419.32 | | |
| Average amount received for each ton of freight..... | | | 3.29 | .441 |
| Average receipts per ton per mile..... | | | .01 | .047 |
| Total freight earnings—page 35..... | | 19,198,406.67 | | |
| Freight earnings per mile of road..... | 4,579.30 | | 4,191.34 | |
| Freight earnings per train mile..... | 6,595,298 | | 2.91 | .017 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 24,060,140.81 | | |
| Passenger and freight revenue per mile of road..... | 4,579.30 | | 5,247.56 | |
| Passenger and freight earnings—page 35..... | | 25,314,526.41 | | |
| Passenger and freight earnings per mile of road..... | 4,579.30 | | 5,528.03 | |
| Gross earnings from operation—page 35..... | | 26,031,866.81 | | |
| Gross earnings from operation per mile of road..... | 4,579.30 | | 5,684.68 | |
| Gross earnings from operation per train mile..... | 10,364,162 | | 2.51 | .172 |
| Operating expenses—page 45..... | | 12,332,645.27 | | |
| Operating expenses per mile of road..... | 4,579.30 | | 2,693.13 | |
| Operating expenses per train mile..... | 10,364,162 | | 1.18 | .993 |
| Income from operation—page 31..... | | 13,699,221.54 | | |
| Income from operation per mile of road..... | 4,579.30 | | 2,991.55 | |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 3,563,067 | | | |
| Miles run by freight trains..... | 5,977,907 | | | |
| Miles run by mixed trains..... | 823,188 | | | |
| Total mileage trains earning revenue..... | 10,364,162 | | | |
| Miles run by construction and other trains..... | 1,675,508 | | | |
| Grand total train mileage..... | 12,039,665 | | | |
| Mileage of loaded freight cars—east..... | 75,641,914 | | | |
| Mileage of loaded freight cars—west..... | 71,225,069 | | | |
| Mileage of empty freight cars—east..... | 22,000,645 | | | |
| Mileage of empty freight cars—west..... | 28,406,598 | | | |
| Average number of freight cars in train..... | 29.91 | | | |
| Average number of loaded cars in train..... | 22.27 | | | |
| Average number of empty cars in train..... | 7.64 | | | |
| Average number of tons of freight in train..... | 277.60 | | | |
| Average number of tons of freight in each loaded car..... | 12.47 | | | |

(Page 61, B.)

EXPLANATORY REMARKS.

Average mileage operated during the year, 4,579.30.

(Page 68.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Carriers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|---|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain..... | 847,045 | 8,387 | 855,432 | 36.77 |
| Flour..... | 42,774 | 745 | 43,519 | 1.87 |
| Other mill products..... | 25,097 | 4,302 | 29,399 | 1.26 |
| Hay..... | 10,571 | 149 | 10,720 | .46 |
| Fruit and vegetables..... | 23,839 | 9,232 | 33,121 | 1.42 |
| Hops..... | 4,190 | ..... | 4,190 | .18 |
| Live stock..... | 96,622 | 3,236 | 101,907 | 4.36 |
| Dressed meats..... | 2,711 | 214 | 2,925 | .13 |
| Other packing house products..... | 420 | 4,150 | 4,570 | .20 |
| Poultry, game and fish..... | 18,729 | 215 | 18,944 | .80 |
| Wool..... | 7,682 | ..... | 7,682 | .33 |
| Hides and leather..... | 1,239 | 87 | 1,276 | .06 |
| Anthracite coal..... | 40,181 | 13,156 | 53,337 | 2.29 |
| Bituminous coal..... | 28,278 | 16,715 | 44,993 | 1.93 |
| Coke..... | 17,549 | 7,505 | 25,054 | 1.06 |
| Ores..... | 44,742 | 590 | 45,332 | 1.95 |
| Stone, sand and other like articles..... | 21,548 | 2,730 | 24,273 | 1.04 |
| Lumber..... | 302,625 | 8,006 | 310,631 | 13.35 |
| Other forest products..... | 262,858 | 2,471 | 265,329 | 10.12 |
| Petroleum and other oils..... | 7,842 | 15,835 | 23,677 | 1.02 |
| Sugar..... | 953 | 3,255 | 4,208 | .18 |
| Iron, pig and bloom..... | 3,356 | 972 | 4,328 | .19 |
| Iron and steel rails..... | 5,614 | 8,277 | 13,891 | .60 |
| Other castings and machinery..... | 2,817 | 14,197 | 17,014 | .73 |
| Bar and sheet metal..... | 675 | 5,400 | 6,075 | .28 |
| Cement, brick and lime..... | 39,081 | 6,255 | 45,336 | 1.90 |
| Agricultural implements..... | 9,758 | 16,208 | 25,966 | 1.12 |
| Wagons, carriages, tools, etc..... | 1,192 | 6,274 | 7,466 | .32 |
| Wines, liquors and beers..... | 8,400 | 7,251 | 15,651 | .67 |
| Household goods and furniture..... | 5,582 | 7,278 | 12,860 | .55 |
| Other iron and steel..... | 14,509 | 21,908 | 36,417 | 1.56 |
| Miscellaneous, other commodities not men- tioned above..... | 158,523 | 113,712 | 272,235 | 11.70 |
| Total tonnage—Minnesota..... | 2,017,947 | 306,741 | 2,324,688 | 100.00 |
| Total tonnage—Entire line..... | 4,977,716 | 888,923 | 5,816,639 | ..... |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | |
|--------------------------------------|---------------------------|------------------------------|------------------------------------|---------------|--|---------------|
| | | | No. | Name. | No. | Name. |
| LOCOMOTIVES—Owned and Leased: | | | | | | |
| Passenger..... | 4 | 78 | 78 | Westinghouse. | 27 | Tower. |
| Freight..... | 22 | 406 | 406 | Westinghouse. | 33 | Tower. |
| Switching..... | 2 | 86 | 83 | Westinghouse. | 1 | Tower. |
| Total locomotives in service..... | 28 | 570 | 567 | Westinghouse. | 61 | Tower. |
| Total locomotives owned..... | 28 | 570 | 567 | Westinghouse. | 61 | Tower. |
| CARS—Owned and Leased: | | | | | | |
| IN PASSENGER SERVICE— | | | | | | |
| First-class cars..... | 15 | 85 | 85 | Westinghouse. | { 51 | Cowell. |
| Second-class cars..... | 13 | 83 | 83 | Westinghouse. | { 8 | Miller. |
| Combination cars..... | | 25 | 25 | Westinghouse. | { 24 | National. |
| Emigrant cars..... | | 58 | 58 | Westinghouse. | { 83 | Miller. |
| | | | | | { 18½ | Miller. |
| | | | | | { 46 | Miller. |
| | | | | | { 12 | National. |
| Dining cars..... | | 25 | 25 | Westinghouse. | { 8 | Cowell. |
| | | | | | { 13 | Miller. |
| | | | | | { 4 | National. |
| Sleeping cars, Pullman (½ int.)..... | | 50 | 50 | Westinghouse. | { 4 | Cowell. |
| | | | | | { 32 | Miller. |
| | | | | | { 14 | National. |
| Baggage, express and postal cars | 14 | 139 | 139 | Westinghouse. | { 18 | Chicago. |
| | | | | | { 119½ | Miller. |
| | | | | | { 1 | Gould. |
| Other cars in passenger service.. | 1 | 8 | 8 | Westinghouse. | { 7½ | Cowell. |
| | | | | | { 1 | Miller. |
| | | | | | { 1 | National. |
| Total..... | 43 | 473 | 473 | Westinghouse. | 464½ | |
| IN FREIGHT SERVICE— | | | | | | |
| Box cars..... | 1,520 | 12,183 | 10833 | Westinghouse. | 11,302 | } See page 64 |
| Flat cars..... | 264 | 4,205 | { 2893 | Westinghouse. | 3,777 | |
| | | | { 49 | New York. | | |
| Stock cars..... | * 20 | 879 | 869 | Westinghouse. | 816½ | |
| Coal cars..... | *144 | 2,328 | 1737 | Westinghouse. | 2,033½ | |
| Tank cars..... | | 9 | 9 | Westinghouse. | 9 | |
| Refrigerator cars..... | * 1 | 265 | 265 | Westinghouse. | 227 | |
| Other cars in freight service.... | 487 | 716 | { 478 | Westinghouse. | 511 | |
| | | | { 200 | New York. | | |
| Total..... | 2,106 | 20,585 | 17333 | | 18,676 | |
| IN COMPANY'S SERVICE— | | | | | | |
| Officers' and pay cars..... | | 9 | 9 | Westinghouse. | 9 | Miller. |
| Gravel cars..... | | 2 | | | | |
| Derrick cars..... | 1 | 11 | 4 | Westinghouse. | 1 | American. |
| | | | | | 3 | American. |
| Caboose cars..... | * 7 | 299 | 291 | Westinghouse. | { 1 | Drexel. |
| | | | | | { 20 | Tower. |
| | | | | | { 1 | American. |
| Other road cars..... | 317 | 2,208 | 36 | Westinghouse. | { 2 | Chicago. |
| | | | | | { 1½ | Drexel. |
| | | | | | { 16 | Tower. |
| | | | | | { 1½ | Janney. |
| Total..... | 311 | 2,529 | 340 | Westinghouse. | 56 | |
| Total cars in service..... | 2,460 | 23,587 | 18,146 | | 19,196½ | |
| Total cars owned..... | 2,460 | 23,587 | 18,146 | | 19,196½ | |

*Deduct.

DESCRIPTION OF EQUIPMENT—Continued.

(Page 64.)

M. C. B. COUPLERS ON FREIGHT CARS—JUNE 30, 1899.

| BOX CARS. | |
|------------------|--------------------|
| American | 8,247 |
| Chicago | 1,577 |
| California | 5 |
| Drexel | 268 |
| Fox | $1\frac{1}{2}$ |
| Gould | 498 |
| Hein | 4 |
| Janney | $1,516\frac{1}{2}$ |
| Pooley | 68 |
| Standard | 94 |
| Tower | 3,288 |
| Trojan | 815 |
| Washburn | 41 |
| Williams | 1 |
| Buckeye | 1 |
| | <hr/> 11,802 |

| FLAT CARS. | |
|----------------|--------------------|
| American | $682\frac{1}{2}$ |
| Chicago | 212 |
| Drexel | $88\frac{1}{2}$ |
| Gould | 405 |
| Janney | $684\frac{1}{2}$ |
| Tower | $1,217\frac{1}{2}$ |
| Trojan | 569 |
| Washburn | 17 |
| Williams | 1 |
| | <hr/> 3,777 |

| STOCK CARS. | |
|----------------|-------------------------|
| American | 86 |
| Chicago | $274\frac{1}{2}$ |
| Drexel | 7 |
| Gould | 5 |
| Janney | $26\frac{1}{2}$ |
| Pooley | 5 |
| Standard | $\frac{1}{2}$ |
| Tower | $288\frac{1}{2}$ |
| Trojan | 100 |
| Washburn | 28 |
| Williams | $\frac{1}{2}$ |
| | <hr/> 816 $\frac{1}{2}$ |

| COAL CARS. | |
|----------------|---------------------------|
| American | 418 |
| Chicago | $192\frac{1}{2}$ |
| Drexel | 42 |
| Gould | $85\frac{1}{2}$ |
| Janney | 410 |
| Pooley | 1 |
| Standard | $8\frac{1}{2}$ |
| Tower | $659\frac{1}{2}$ |
| Trojan | $210\frac{1}{2}$ |
| Washburn | $5\frac{1}{2}$ |
| Williams | $\frac{1}{2}$ |
| | <hr/> 2,033 $\frac{1}{2}$ |

| REFRIGERATOR CARS. | |
|--------------------|-----------------|
| American | $48\frac{1}{2}$ |
| Chicago | 40 |
| Drexel | 2 |
| Fox | 1 |
| Janney | 88 |
| Pooley | $\frac{1}{2}$ |
| Tower | $45\frac{1}{2}$ |
| Trojan | $5\frac{1}{2}$ |
| Buckeye | 1 |
| | <hr/> 227 |

| TANK CARS. | |
|-------------|---------|
| Tower | 9 |
| | <hr/> 9 |

| OTHER CARS IN FREIGHT SERVICE. | |
|--------------------------------|------------------|
| American | $51\frac{1}{2}$ |
| Drexel | $\frac{1}{2}$ |
| Tower | $424\frac{1}{2}$ |
| Trojan | $6\frac{1}{2}$ |
| Miller | $\frac{1}{2}$ |
| Gould | $\frac{1}{2}$ |
| Hein | 53 |
| Janney | 20 |
| | <hr/> 511 |

MILEAGE.
A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|----------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 2,340.81 | 2,315.46 | 32.43 | 173.31 | ..... | 25.16 | 4,887.17 | 118.28 | 132.41 | 4,729.60 |
| Miles of second track..... | 40.31 | .67 | ..... | 2.17 | ..... | 7.51 | 50.66 | ..... | ..... | 43.15 |
| Miles of yard track and sidings..... | 580.00 | 240.18 | 8.99 | 28.43 | ..... | ..... | 858.20 | ..... | 201.39 | 656.81 |
| Total mileage operated (all tracks). | 2,961.12 | 2,556.31 | 41.42 | 203.91 | ..... | 32.67 | 5,796.03 | 118.28 | 333.80 | 5,429.66 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | 87.04 | 15.38 | ..... | ..... | ..... | 83 | 103.25 | ..... | 36.23 | 102.06 |
|---------------------------------------|----------|----------|-------|--------|-------|-------|----------|--------|--------|----------|
| Wisconsin..... | 431.53 | 349.80 | ..... | ..... | ..... | 18.00 | 796.93 | ..... | 36.23 | 745.10 |
| Minnesota..... | ..... | 311.61 | ..... | ..... | ..... | ..... | 311.61 | 46.50 | ..... | 311.61 |
| Manitoba..... | ..... | 464.80 | ..... | ..... | ..... | ..... | 873.49 | ..... | 32.54 | 889.95 |
| North Dakota..... | 377.60 | 576.26 | 27.89 | 63.78 | ..... | 4.81 | 1,455.66 | 45.13 | 37.57 | 1,413.28 |
| Montana..... | 782.92 | 119.78 | ..... | ..... | ..... | ..... | 203.84 | 21.29 | 10.71 | 1,083.13 |
| Idaho..... | 84.06 | 445.77 | 4.54 | 106.53 | ..... | ..... | 1,098.35 | 5.36 | 15.00 | 1,083.35 |
| Washington..... | 538.51 | 1.97 | ..... | ..... | ..... | .92 | 42.04 | ..... | ..... | 41.12 |
| Oregon..... | 39.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total mileage operated (single track) | 2,340.81 | 2,315.46 | 32.43 | 173.31 | ..... | 25.16 | 4,887.17 | 118.28 | 132.41 | 4,729.60 |

(Page 67.)

MILEAGE—Continued.

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|---------------------------------------|------------------------|----------------------------|--|--------|----------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Wisconsin..... | 87.04 | 15.88 | 102.42 | ..... | 86 | 102.06 |
| Minnesota..... | 481.53 | 349.80 | 791.83 | ..... | 86.23 | 745.10 |
| Manitoba..... | ..... | 811.61 | 811.61 | ..... | ..... | 811.61 |
| North Dakota..... | 577.60 | 494.86 | 872.49 | 46.50 | 82.54 | 889.96 |
| Montana..... | 782.92 | 576.28 | 1,859.18 | ..... | 85.80 | 1,823.88 |
| Idaho..... | 84.06 | 119.78 | 203.84 | 45.13 | 21.29 | 188.18 |
| Washington..... | 588.51 | 445.77 | 984.28 | 5.86 | 14.00 | 970.28 |
| Oregon..... | 86.15 | 1.97 | 41.12 | ..... | ..... | 41.12 |
| Total mileage owned (single track)..... | 2,840.81 | 2,815.46 | 4,656.27 | 118.28 | 129.64 | 4,526.63 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Pro- prietary Companies | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Con- structed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|------------------------|---------------------------------------|--|--|-------------------------------|---|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | Iron. | Steel. |
| Miles of single track..... | 431.53 | 349.80 | ..... | ..... | 18.60 | 799.93 | ..... | 36.23 | 745.10 |
| Miles of second track..... | 19.03 | ..... | ..... | ..... | 7.51 | 26.54 | ..... | ..... | 19.03 |
| Miles of yard track and sidings..... | 152.88 | 84.77 | ..... | ..... | ..... | 187.65 | ..... | 53.27 | 134.38 |
| Total mileage operated (all tracks). | 603.44 | 384.87 | ..... | ..... | 26.11 | 1,014.12 | ..... | 89.50 | 898.51 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | |
|--|--------|--------|-------|-------|-------|--------|-------|-------|--------|
| STATE OF MINNESOTA— | | | | | | | | | |
| Minnesota..... | 431.53 | 349.80 | ..... | ..... | 18.60 | 799.93 | ..... | 36.23 | 745.10 |
| Total mileage operated (single track). | 431.53 | 349.80 | ..... | ..... | 18.60 | 799.93 | ..... | 36.23 | 745.10 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|---------------------------------------|------------------------|----------------------------|---|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| | Minnesota..... | 431.53 | 349.80 | 781.33 | | 36.23 |
| Total mileage owned (single track)..... | 431.53 | 349.80 | 781.33 | | 36.23 | 745.10 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|------------|-----------------|--|----------------------------|---------|--------------------------------------|
| Kind. | Tons. | Weight Per Yard | Av. Price Per Ton at Distributing Point. | Kind. | Number. | Average Price at Distributing Point. |
| Steel..... | 1,464.1488 | 72 lbs. | \$19.57 | Oak..... | 178,816 | \$0.26.3 |
| Steel..... | 48.2018 | 66 lbs. | 18.85 | Tamarac..... | 100,981 | .24.8 |
| Steel..... | .1680 | 56 lbs. | 18.85 | | | |
| Total..... | 1,514.0706 | | \$19.55 | Total..... | 279,747 | \$0.32.1 |

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | WOOD—CORDS. | | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|----------------------------|-------------------------|-------------|---------|----------------------------|------------|-----------------------------------|
| | | Hard. | Soft. | | | |
| Passenger..... | 26,198 | 48 | 424 | 26,442 | 948,830 | 55.74 |
| Freight..... | 79,516 | 114 | 1,022 | 80,097 | 1,546,572 | 108.59 |
| Switching..... | 14,254 | 36 | 330 | 14,443 | 689,881 | 41.87 |
| Construction..... | 4,009 | 4 | 36 | 4,030 | 121,872 | 66.13 |
| Total..... | 123,971 | 202 | 1,812 | 125,912 | 3,306,955 | 75.61 |
| Av. cost at dist'g point.. | \$2.083 | \$1.859 | \$1.859 | | | |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--------------------------------------|------------|---------|----------------------------------|---------|------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling..... | | 6 | | 8 | | 1 | | 15 |
| Falling from trains and engines..... | | 4 | | | | 3 | | 7 |
| Overhead obstructions..... | | | | 1 | | | | 1 |
| Collisions..... | | 3 | | | | | | 3 |
| Derailments..... | | 1 | | | | | | 1 |
| Other train accidents..... | | 3 | | | | | | 3 |
| Other causes..... | | 9 | 1 | 3 | 1 | 28 | 2 | 40 |
| Total..... | | 26 | 1 | 12 | 1 | 32 | 2 | 70 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|----------------------------|-------------|---------|--------------|---------|------------------|---------|--------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd |
| Other train accidents..... | | 3 | | | | | | |
| At highway crossings..... | | | | | 1 | 5 | 1 | 5 |
| At stations..... | | 1 | | | | | | |
| Other causes..... | | 6 | 12 | 17 | | 1 | 12 | 18 |
| Total..... | | 10 | 12 | 17 | 1 | 6 | 13 | 23 |

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EXPLANATORY REMARKS.

The following is a brief description of cases reported under "Other Train Accidents" and "Other Causes."

Employees—Other Train Accidents—Injured—1, air hose blew off. 1, train broke in two. 1, sudden stopping of train. Total, 3.

Other Causes—Killed—1, walking on track, struck by engine. 1, foot caught in switch, fell under car. Total, 2.

Injured—3, derailment of hand cars. 1, cinder flew in eye. 2, walking on track, struck by engines. 1, hit his hand with a spike maul. 1, hand cut with freight. 1, unloading timber. 1, throwing a switch. 1, caught between bridge timbers. 1, scalded by steam from engine. 1, unloading freight. 1, climbing over moving train. 1, standing too close to track, struck by engine. 1, falling from train. 1, falling from hand car. 1, staking cars, stake broke and hit him. 3, jumping from trains. 1, cleaning lamps. 1, piece of steel flew in eye. 1, fell into turntable pit. 1, handling supplies. 1, cut with circular saw. 1, caught between engine and roundhouse door. 1, taking casing off car. 1, falling from engine. 1, loading freight. 1, handling rails. 1, got cinder in eye. 1, piece of steel flew in eye. 1, wrench slipped. 1, fell from ladder. 1, water glass burst. 1, falling from push car. 1, stepped through hole in deck of engine. 1, foot caught under push car. 1, knocked from side of car by scales. Total, 40.

Passengers—Other Train Accidents—Injured—2, trains broke in two. 1, sudden stopping of train. Total, 3.

Other Causes—Injured—1, slipped in coming out of toilet room. 1, hand caught in car door. 2, falling from trains. 1, jumping from train. 1, attempting to board a moving train. Total, 6.

Others—Other Causes—Trespassing—Killed—4, stealing a ride. 2, falling from bridges. 2, on track, struck by trains. 1, driving cows across track, struck by train. 1, attempting to board a moving train. 1, caught in coal elevator chain. 1, jumping from train. Total, 12.

Injured—6, stealing a ride. 2, jumping from trains. 4, on track, struck by trains or engines. 1, climbing over cars. 1, climbing between cars. 1, knocked from trestle by train. 1, fell under cars. 1, attempting to board a moving train. Total, 17.

Not Trespassing—Injured—1, struck by cars while unloading freight.

CHARACTERISTICS OF ROAD—JUNE 30, 1899.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|--------------------------|--------|---------------------------|---|---|--|-------|-----------------------------|--|-------|------------------------------|---|
| From | To | Miles. | Num- ber of Curves. | Aggreg't Length of Curved Line. Miles. | Length of Straight Line. Miles. | Length of Level Line. Miles. | No. | Sum of Ascenda. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descenda. Feet. | Aggregate Length of Descending Grades. Miles. |
| I. A. | | | | | | | | | | | | |
| Ashland, Wis. | Staples, Minn. | 206.57 | 100 | 88.88 | 173.19 | 50.30 | 128 | 2,657.0 | 82.52 | 140 | 2,014.0 | 73.06 |
| Fargo, N. D. | Fargo, N. D. | 108.78 | 87 | 12.55 | 96.23 | 17.20 | 46 | 759.0 | 33.87 | 55 | 1,117.0 | 57.71 |
| Mandan, N. D. | Mandan, N. D. | 200.20 | 99 | 26.58 | 173.62 | 38.08 | 116 | 2,478.0 | 91.80 | 106 | 1,748.0 | 70.32 |
| Glendive, Mont. | Glendive, Mont. | 215.88 | 255 | 64.13 | 151.75 | 25.49 | 113 | 3,014.0 | 113.68 | 109 | 2,584.0 | 78.71 |
| Billings, Mont. | Billings, Mont. | 225.74 | 190 | 40.79 | 184.95 | 59.57 | 146 | 1,849.5 | 125.04 | 106 | 806.0 | 41.18 |
| Helena, Mont. | Helena, Mont. | 238.42 | 256 | 47.22 | 191.20 | 25.90 | 76 | 3,400.0 | 124.05 | 71 | 2,672.0 | 88.41 |
| Hope, Idaho. | Hope, Idaho. | 297.74 | 338 | 90.22 | 207.52 | 27.14 | 89 | 2,539.0 | 59.04 | 137 | 5,397.0 | 211.56 |
| Pasco, Wash. | Wallula, Wash. | 245.41 | 840 | 66.71 | 179.70 | 45.71 | 96 | 1,798.0 | 74.40 | 150 | 3,545.0 | 125.80 |
| Ellensburg, Wash. | Ellensburg, Wash. | 126.85 | 142 | 35.21 | 91.64 | 31.54 | 49 | 1,599.0 | 78.11 | 36 | 2,409.0 | 17.20 |
| Tacoma, Wash. | Tacoma, Wash. | 126.75 | 233 | 32.80 | 93.95 | 17.60 | 88 | 1,495.0 | 44.00 | 93 | 2,685.0 | 65.15 |
| Walbridge, Wis. | Portland, Or. | 144.68 | 209 | 48.30 | 101.38 | 53.96 | 98 | 1,312.0 | 37.67 | 135 | 1,820.0 | 53.60 |
| St. Paul, Minn. | State line, Minn. | 8.40 | 3 | 19 | 3.21 | 110.0 | 1 | 110.0 | 3.21 | 108 | 686.0 | 46.17 |
| St. Paul, Minn. | Staples and Brainerd. | 181.27 | 180 | 24.55 | 156.72 | 57.23 | 147 | 1,588.0 | 97.81 | 4 | 17.0 | 17.0 |
| Duluth, Minn. | South Superior, Wis. | 7.71 | 9 | .73 | 6.98 | 2.56 | | 88.0 | 4.45 | | | |
| Total main line. | | | 2,600 | 517.36 | 1,811.99 | 482.06 | 1,142 | 24,069.5 | 989.65 | 1,180 | 25,249.0 | 927.62 |
| I. B. | | | | | | | | | | | | |
| Little Falls, Minn. | Morris, Minn. | 57.78 | 102 | 18.04 | 39.74 | 17.60 | 71 | 1,107.0 | 39.29 | 66 | 1,108.0 | 30.89 |
| Wadena, Minn. | Minor, N. D. | 117.06 | 99 | 17.79 | 99.26 | 26.09 | 177 | 841.0 | 42.58 | 114 | 1,062.0 | 48.88 |
| Winnipeg, Minn. | Winnipeg, Minn. | 297.68 | 120 | 20.72 | 276.91 | 94.33 | 153 | 674.0 | 62.47 | 152 | 1,061.0 | 98.83 |
| Fertile, Minn. | Charriage, Minn. | 55.25 | 16 | 5.70 | 49.55 | 13.35 | 28 | 182.0 | 8.80 | 88 | 1,483.0 | 35.60 |
| Key West, Minn. | Sherrick, Minn. | 6.01 | 1 | .18 | 5.83 | 2.82 | 9 | 8.0 | 1.55 | 8 | 11.0 | 2.14 |
| Fairview, Minn. | Bayne, N. D. | 18.79 | 16 | 1.88 | 11.96 | 7.12 | 9 | 47.0 | 6.27 | 3 | 7.0 | 4.0 |
| Jameson, N. D. | Edgeley, N. D. | 108.71 | 57 | 9.29 | 99.42 | 24.82 | 95 | 1,290.0 | 60.00 | 63 | 557.0 | 23.89 |
| Jameson, N. D. | La Moure, N. D. | 48.55 | 66 | 12.98 | 35.57 | 7.55 | 45 | 275.0 | 17.42 | 55 | 387.0 | 23.53 |
| Valley, Minn. | Oakes, N. D. | 15.20 | 8 | 2.07 | 13.13 | 6.66 | 24 | 66.0 | 3.24 | 24 | 166.0 | 6.30 |
| Sanborn, N. D. | Cooperstown, N. D. | 38.75 | 23 | 4.21 | 32.54 | 5.60 | 57 | 949.0 | 15.14 | 59 | 843.0 | 15.66 |
| Jameson, N. D. | Leads, N. D. | 107.65 | 48 | 11.38 | 96.27 | 18.91 | 103 | 1,154.0 | 47.83 | 95 | 1,046.0 | 45.91 |
| Carrington, N. D. | Sylvestone, N. D. | 12.97 | 4 | .58 | 12.39 | 1.00 | 7 | 108.0 | 7.33 | 9 | 64.0 | 4.64 |
| Morris, Minn. | Brundage, Minn. | 145.24 | 101 | 20.46 | 124.78 | 18.54 | 54 | 1,017.0 | 75.95 | 63 | 1,137.0 | 50.45 |
| Portage, Minn. | Portage la Prairie, Man. | 52.52 | 8 | 1.80 | 50.72 | 20.66 | 46 | 135.0 | 20.40 | 23 | 43.0 | 5.46 |
| Winnipeg Transfer. | Ry. in Winnipeg, Man. | 1.24 | 6 | .81 | 50.72 | 20.66 | 2 | 8.0 | 3.88 | 3 | 6.0 | 1.90 |

| | | | | | | | | | | | | |
|-----------------------------|----------|-------|--------|----------|--------|-------|----------|----------|-------|----------|--------|----------|
| Departure, Man..... | 46.50 | 29 | 4.84 | 42.10 | 18.98 | 15 | 324.0 | 17.87 | 14 | 988.0 | 15.25 | |
| Red Lodge, Mont..... | 44.37 | 18 | 8.40 | 36.16 | 2.96 | 12 | 2,480.0 | 32.14 | 9 | 97.0 | 2.88 | |
| Silesia, Mont..... | 49.44 | 18 | 8.40 | 36.16 | 2.96 | 12 | 2,480.0 | 32.14 | 9 | 97.0 | 2.88 | |
| Livingston, Mont..... | 51.45 | 63 | 1.73 | 18.47 | 5.27 | 48 | 1,103.4 | 86.34 | 1 | 482.0 | 10.94 | |
| Cinnabar, Mont..... | 61.45 | 63 | 1.73 | 18.47 | 5.27 | 48 | 1,103.4 | 86.34 | 1 | 482.0 | 10.94 | |
| Cokedale, Mont..... | 8.59 | 163 | 20.34 | 50.82 | 9.90 | 13 | 2,837.0 | 52.56 | 8 | 911.9 | 15.50 | |
| Butte, Mont..... | 70.88 | 14 | 2.15 | 24.16 | 3.44 | 12 | 2,381.5 | 22.40 | 2 | 61.3 | 6.7 | |
| Twin Bridges, Mont..... | 28.81 | 1 | 6.81 | 14.52 | 11.11 | 1 | 984.0 | 12.51 | 5 | 830.0 | 7.51 | |
| Parrot, Mont..... | 1.60 | 46 | 6.81 | 14.52 | .88 | 1 | 984.0 | 12.51 | 5 | 830.0 | 7.51 | |
| Norris, Mont..... | 20.90 | 46 | 6.81 | 14.52 | .88 | 1 | 984.0 | 12.51 | 5 | 830.0 | 7.51 | |
| Pony, Mont..... | 7.09 | 6 | 16.10 | 29.50 | 8.20 | 14 | 2,444.0 | 38.97 | 6 | 708.0 | 8.52 | |
| Calvin, Mont..... | 45.69 | 148 | 1.50 | 4.83 | 8.20 | 2 | 2,719.0 | 5.83 | 6 | 708.0 | 8.52 | |
| Wickes, Mont..... | 5.88 | 17 | 5.17 | 14.95 | .56 | 6 | 1,868.0 | 11.70 | 2 | 242.0 | 7.88 | |
| Elkhorn, Mont..... | 20.12 | 51 | 4.43 | 12.06 | 1.20 | 6 | 1,846.0 | 14.38 | 2 | 242.0 | 7.88 | |
| Helena, Mont..... | 16.52 | 58 | 6.02 | 6.63 | 1.80 | 5 | 1,103.0 | 9.73 | 2 | 42.0 | 1.05 | |
| Clough Jct., Mont..... | 12.58 | 58 | 5.35 | 28.77 | 1.85 | 6 | 1,900.0 | 30.54 | 2 | 10.0 | 1.25 | |
| Dunsmuir, Mont..... | 32.12 | 46 | 6.75 | 44.10 | 10.92 | 24 | 688.0 | 30.01 | 13 | 108.0 | 9.92 | |
| Missoula, Mont..... | 50.85 | 46 | 6.75 | 44.10 | 10.92 | 24 | 688.0 | 30.01 | 13 | 108.0 | 9.92 | |
| De Smet, Mont..... | 139.54 | 398 | 53.41 | 98.13 | 21.01 | 28 | 2,274.0 | 46.98 | 53 | 8,207.0 | 71.62 | |
| Wallace, Idaho..... | 6.84 | 30 | 2.60 | 4.24 | ..... | 1 | 1,094.0 | 6.84 | 22 | 281.0 | 5.90 | |
| Houser Jct., Idaho..... | 13.65 | 33 | 4.20 | 9.45 | 1.75 | 13 | 272.0 | 6.00 | 66 | 1,767.1 | 76.88 | |
| Lewisville, Idaho..... | 138.82 | 415 | 60.22 | 78.40 | 12.21 | 50 | 1,947.8 | 49.48 | 66 | 1,767.1 | 76.88 | |
| Marshall Jct., Wash..... | 27.52 | 54 | 10.20 | 16.72 | 6.50 | 22 | 479.0 | 17.00 | 6 | 188.0 | 4.22 | |
| Pullman Jct., Wash..... | 5.94 | 14 | 1.60 | 4.84 | ..... | 2 | 168.0 | 5.00 | 1 | 50.0 | 1.84 | |
| Belmont, Wash..... | 5.41 | 21 | 2.50 | 2.91 | ..... | 1 | 474.0 | 5.41 | 1 | 50.0 | 1.84 | |
| Cleatun, Wash..... | 5.41 | 21 | 2.50 | 2.91 | ..... | 1 | 474.0 | 5.41 | 1 | 50.0 | 1.84 | |
| Palmer, Wash..... | 10.62 | 37 | 4.10 | 6.62 | 1.00 | 6 | 406.0 | 6.42 | 5 | 151.0 | 3.20 | |
| Cascade Jct., Wash..... | 3.75 | 15 | 1.60 | 2.13 | ..... | 1 | 168.0 | 3.75 | 5 | 151.0 | 3.20 | |
| Crocker, Wash..... | 9.70 | 40 | 3.20 | 6.50 | .57 | 2 | 542.0 | 9.13 | 5 | 151.0 | 3.20 | |
| Orring, Wash..... | 7.04 | 16 | 2.20 | 5.44 | .04 | 2 | 376.0 | 5.25 | 5 | 151.0 | 3.20 | |
| Meeker Jct., Wash..... | 81.53 | 23 | 5.70 | 25.83 | 9.88 | 9 | 92.0 | 7.64 | 10 | 138.0 | 15.25 | |
| Elma, Wash..... | 9.99 | 19 | 2.40 | 7.56 | ..... | 3 | 276.0 | 6.50 | 10 | 138.0 | 15.25 | |
| Lake View, Wash..... | 56.43 | 19 | 9.60 | 46.83 | 16.03 | 29 | 575.0 | 15.44 | 81 | 739.0 | 24.96 | |
| Gate City, Wash..... | 53.29 | 85 | 12.67 | 40.82 | 33.47 | 26 | 141.0 | 6.75 | 19 | 258.0 | 13.57 | |
| Aberdeen Jct., Wash..... | 6.84 | 14 | 1.70 | 5.14 | ..... | 4 | 18.9 | 7.79 | 14 | 264.0 | 1.05 | |
| Cosmopolis Jct., Wash..... | 1.62 | 9 | .62 | 1.00 | ..... | 1 | 3.0 | 28 | 1 | 0.4 | ..... |  |
| Chehalis, Wash..... | 56.88 | 91 | 19.80 | 36.88 | 11.00 | 16 | 609.0 | 26.10 | 14 | 777.0 | 20.58 | |
| Black River Jct., Wash..... | 12.10 | 41 | 4.20 | 7.90 | 5.80 | 10 | 55.0 | 1.50 | 3 | 234.0 | 4.80 | |
| Medical Lake, Wash..... | 28.96 | 45 | 9.15 | 19.90 | 1.40 | 10 | 481.1 | 15.20 | 11 | 500.0 | 12.35 | |
| Total 1. B..... | 2,174.11 | 3,003 | 444.98 | 1,729.13 | 443.92 | 1,387 | 37,398.9 | 1,000.37 | 1,128 | 19,492.8 | 729.82 | |
| 2. A. | | | | | | | | | | | | |
| Spokane, Wash..... | 4.11 | 15 | 2.19 | 1.92 | .79 | 2 | 99.0 | 1.58 | 2 | 90.00 | 1.74 | |
| Montana Railway | 2.82 | 1 | 1.80 | 1.02 | ..... | 1 | 446.0 | 2.78 | 1 | 38.00 | ..... |  |
| Stuart, Mont..... | 8.99 | 3 | .78 | 8.21 | .72 | 12 | 387.0 | 7.04 | 5 | 35.58 | 1.23 | |
| 3. A. | | | | | | | | | | | | |
| Garrison, Mont..... | 15.92 | 29 | 4.77 | 11.15 | 1.51 | 15 | 902.0 | 11.40 | 8 | 158.58 | 8.01 | |
| Cheney, Wash..... | 56.96 | 56 | 7.82 | 48.64 | 4.73 | 18 | 1,500.0 | 49.88 | 6 | 21.95 | 2.05 | |
| Total 3. A..... | 109.34 | 150 | 27.44 | 81.90 | 22.24 | 35 | 1,084.0 | 30.00 | 46 | 1,865.50 | 57.10 | |
| Total 8. A..... | | | | | | | | | | | | |
| | | | | | | | | | | | 52 | 1,888.45 |

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. | ITEM. | Number. | Height of Lowest Above Surface of Rail. Ft. In. |
|-----------------|---------|-------------------------|-----------------------|-----------------------|-----------------------------|---------|---|
| Bridges— | | | | | Overhead Highway Crossings— | | |
| Iron | 33 | 5,038.5 | 17.6 | 1,582 | Bridges | 16 | 18.9 |
| Wooden | 10 | 1,387 | 40 | 879 | Trestles | 7 | 19.2 |
| Combination.... | 2 | 694 | 165 | 529 | Total | 23 | |
| Total | 45 | 7,719.5 | | | Overhead Railway Crossings— | | |
| Trestles | 221 | 28,654.1 | 12 | 19.60 | Bridges | 3 | 20.10 |
| Tunnels | 4 | 1,423 | 88 | 8.18 | Trestles | 1 | 27.4 |
| | | | | | Total | 4 | |

Gauge of track, 4 feet 8½ inches. 766.70 miles, owned entirely by this company.

TELEGRAPH.

Owned by Company Making this Report.

| Miles of Line. | Miles of Wire. | OPERATED BY THIS COMPANY. | | OPERATED BY ANOTHER COMPANY. | | |
|----------------|----------------|---------------------------|----------------|------------------------------|----------------|--|
| | | Miles of Line. | Miles of Wire. | Miles of Line. | Miles of Wire. | Name of Operating Company |
| 710.31 | | | 302.96 | | | Owned and operated jointly with W. U. T. Co. |
| | | | 576.80 | | | Owned jointly with W. U. T. Co., operated by N. P. Ry. Co. |
| | | | | | 545.97 | Owned jointly with W. U. T. Co., operated by W. U. T. Co. |
| 14.10 | | | 1,347.82 | | | Owned and operated exclusively by N. P. Ry. Co. |
| | | | | | 20.86 | Owned by N. P. Ry. Co., operated by C. G. W. Ry. Co. |

B. Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line. | Miles of Wire. | NAME OF OWNER. | NAME OF OPERATING COMPANY. |
|----------------|----------------|-------------------------|----------------------------|
| ..... | 1,082.65 | W. U. Telegraph Co..... | W. U. Telegraph Co. |

(Page 77.)

CAR MILEAGE.

Paid for Rolling Stock, Not the Property of Railroads, Nor Consigned
for Use by Lease.

| NAME OF OWNER. | 6-10 Cents Per Mile. | 3-4 Cents Per Mile. | 1 Cent Per Mile. | Total. |
|---|-------------------------|------------------------|---------------------|-------------|
| Armour Car Lines..... | \$24.16 | \$6,905.75 | \$4,766.47 | \$11,696.38 |
| Arms Palace Horse Car Co..... | 104.75 | | | 104.75 |
| American Cereal Co. Despatch..... | 1,015.66 | | | 1,015.66 |
| American Brewing Co. Refg. Line..... | | | 41.55 | 41.55 |
| Atl. Stone, Coal & Lumber Line..... | 12.08 | | | 12.08 |
| American Live Stock Association..... | 5.72 | | | 5.72 |
| Blue Line..... | 105.27 | | | 105.27 |
| Burton Stock Car Co..... | 30.39 | | | 30.39 |
| Brill, J. Co..... | 47.15 | | | 47.15 |
| Cudahy Refrigerator Line..... | | | 4,331.79 | 4,331.79 |
| Cedar Rapids Refrigerator Express..... | | | 1,899.56 | 1,899.56 |
| Cudahy Milwaukee Refrigerator Line..... | | | 107.78 | 107.78 |
| Continental Fruit Express..... | | 3,737.58 | | 3,737.58 |
| Chicago, N. Y. & Boston Trs. Co..... | | 390.82 | | 390.82 |
| California Fruit Transportation Co..... | | 191.54 | | 191.54 |
| Chicago Refrigerator Car Line..... | | 111.11 | | 111.11 |
| Cold Blast Transportation Co..... | | .28 | | .28 |
| Canadian Pacific Despatch..... | 191.19 | | | 191.19 |
| Commerce Despatch Line..... | 1,084.36 | | | 1,084.36 |
| Canada Southern Line..... | .39 | | | .39 |
| Canda Cattle Car Co..... | 66.40 | | | 66.40 |
| Dairy Dealers Despatch..... | | 303.87 | | 303.87 |
| Dold, J. Packing Co..... | | | 105.42 | 105.42 |
| Dixie Oil Co..... | 5.69 | | | 5.69 |
| Deere & Webber Packing Co..... | 21.47 | | | 21.47 |
| Empire Line..... | 82.86 | 26.38 | | 109.24 |
| Excelsior Horse Car Co..... | 12.78 | | | 12.78 |
| Fargo Linseed Oil Works..... | | 7.26 | | 7.26 |
| Freedom Oil Works..... | | 4.84 | | 4.84 |
| Great Eastern Line..... | 18.47 | | | 18.47 |
| Geiser Manufacturing Co..... | 24.97 | | | 24.97 |
| German Am. Refrigerator Line..... | | 16.78 | | 16.78 |
| Hammond Refrigerator Line..... | 25.15 | | 4,625.06 | 4,648.21 |
| Havens, C. B. & Co..... | 2.74 | | | 2.74 |
| Hicks Stock Car Co..... | 28.85 | | | 28.85 |
| Interior & Seaboard Refg. Line..... | | 152.60 | | 152.60 |
| Kansas City Dressed Beef Line..... | 95.53 | | 1,194.81 | 1,290.34 |
| Kansas City Fruit Express..... | | 185.09 | 909.62 | 494.71 |
| Kansas City Refrigerator Car Co..... | | | 87.08 | 87.08 |
| Keystone Palace Horse Car Co..... | 38.23 | | | 38.23 |
| Kansas Mfrs. Despatch..... | 49.11 | | | 49.11 |
| Laurel Hill Coal Co..... | 13.14 | | | 13.14 |
| Lipton Car Lines..... | 5.69 | 3.59 | | 9.28 |
| Libby, McNeill & Libby..... | | | 327.71 | 327.71 |
| Merchants' Despatch Transportation Line..... | 96.87 | 616.37 | | 713.24 |
| Mann Bros..... | 27.52 | | | 27.52 |
| Manson-Tibbets Imp. Co..... | 7.66 | | | 7.66 |
| Mather Horse & Stock Car Co..... | 131.59 | | | 131.59 |
| Menasha Woodenware Co..... | 33.89 | | | 33.89 |
| Morris, Nelson & Co..... | | 2.81 | | 2.81 |
| National Rolling Stock Co..... | 136.07 | | | 136.07 |
| National Despatch Line..... | 72.48 | | | 72.48 |
| North & South Rolling Stock Co..... | | 12 | | 12 |
| Omaha Packing Co..... | | | 1,465.80 | 1,465.80 |
| Provision Dealers' Despatch..... | | 29.06 | | 29.06 |
| Pullman Palace Car Co., tourist cars..... | | | 78.85 | 78.85 |
| Peavy Grain Line Co. (17½ cents per day)..... | | | | 6,169.97 |
| Ry. Car Assn. Refrigerator Line..... | | 30.44 | | 30.44 |
| Rumley, M. Co..... | 6.70 | | | 6.70 |
| Red Line..... | 2.53 | | | 2.53 |
| Rock Falls Manufacturing Co..... | 6.76 | | | 6.76 |
| Santa Fe Fruit Refrigerator Line..... | | 191.00 | | 191.00 |
| Southern Iron Car Line..... | 67.53 | | | 67.53 |
| Southeastern Line..... | 6.54 | | | 6.54 |
| Southern Freight Line..... | 15.06 | | | 15.06 |

(Page 77.)

CAR MILEAGE—Continued.

Paid for Rolling Stock, Not the Property of Railroads, Nor Consigned
for Use by Lease.

| NAME OF OWNER. | 6-10 Cents Per Mile. | 3-4 Cents Per Mile. | 1 Cent Per Mile. | Total. |
|--|-------------------------|------------------------|---------------------|--------------|
| Streets Stable Car Line..... | 54,808.59 | | | 54,808.59 |
| Swift Refrigerator Line..... | 106.22 | | 3,525.06 | 3,631.28 |
| Swift Live Stock Express..... | 133.92 | | | 133.92 |
| St. Louis Refrigerator Car Co..... | | | 1,454.81 | 1,454.81 |
| St. Charles Refrigerator Despatch..... | | 93.82 | 1,733.78 | 1,827.60 |
| St. Paul Refrigerator Line..... | | | 10.20 | 10.20 |
| Swift Refrigerator Line..... | 24.98 | 5,479.53 | | 5,504.51 |
| American Refrigerator Transit Co..... | | 213.76 | | 213.76 |
| Union Tank Line..... | | 15,483.15 | | 15,483.15 |
| Venice Transportation Co..... | 35.84 | | | 35.84 |
| Virginia & Alabama Coal Co..... | 3.75 | | | 3.75 |
| Western Refrigerator Line..... | | 273.97 | | 273.97 |
| Western Refrigerator Transit Co..... | | 132.89 | | 132.89 |
| Western Chemical Co..... | .26 | | | .26 |
| Western Live Stock Express..... | 43.50 | | | 43.50 |
| Wallace & Gregory Bros..... | | 16.79 | | 16.79 |
| Wagner Palace Car Co., tourist cars..... | | | 13.32 | 13.32 |
| Wagner Palace Car Co., sleepers..... | | | | 40.47 |
| Total..... | \$58,915.46 | \$34,501.20 | \$26,076.67 | \$125,798.77 |

Park Rapids & Leech Lake Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Park Rapids & Leech Lake Railway Co.
2. Date of organization? Oct. 5, 1897.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of State of Minnesota.
7. What carrier operates the road of this company? Great Northern Railway Co. after May 1, 1899.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term |
|---------------------|---------------------|-------------------------------------|
| James J. Hill..... | St. Paul, Minn..... | } Until successor is elected. |
| Louis W. Hill..... | St. Paul, Minn..... | |
| M. D. Grover..... | St. Paul, Minn..... | |
| W. C. Toomey..... | St. Paul, Minn..... | |
| W. P. Clough..... | St. Paul, Minn..... | |

Total number of stockholders at date of last election? 6.

Date of last meeting of stockholders for election of directors? Oct. 5, 1897.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office?

Give name and address of officer to whom correspondence regarding this report should be addressed? R. I. Farrington, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------------|-----------------------|---------------------|
| President..... | Louis W. Hill..... | St. Paul, Minn. |
| First vice president..... | M. D. Grover..... | St. Paul, Minn. |
| Secretary and treasurer.... | E. Sawyer..... | St. Paul, Minn. |
| General solicitor..... | M. D. Grover..... | St. Paul, Minn. |
| Comptroller..... | R. I. Farrington..... | St. Paul, Minn. |
| Chief engineer..... | John F. Stevens..... | St. Paul, Minn. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named. | Miles of Line for Each Class of Rds Named. |
|---------------------------------|-----------------------|----------------------|--|---|
| | From | To | | |
| 1. Park Rapids & Leech Lake Ry. | Park Rapids, Minn.... | Cass Lake, Minn..... | 49.04 | ..... |
| Total..... | ..... | ..... | ..... | 49.04 |

Road under construction, July 1, 1898, to April 30, 1899, after which date the road was operated by the Great Northern Ry. Co., under lease.

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads Not Making Operating Reports.)

Name of Railroad the Income of which from Lease or from other Assignment for
Operation is Included in the Income Account—Page 33.

| NAME. | TERMINALS. | | By What Company Operated. | Under What Kind of Contract Operated. | Miles of Line. |
|-------------------------------------|---------------|---------------|------------------------------|---|----------------------|
| | From | To | | | |
| Park Rapids & Leech Lake Ry..... | Park Rapids.. | Cass Lake.... | Great Northern Ry.. | Lease..... | 49.04 |
| Total mileage..... | ..... | ..... | ..... | ..... | 49.04 |

Leased May 1, 1899.

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

(For Subsidiary Roads Making Either Operating Reports or Financial Reports.)

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract or other agreement, or through ownership of capital stock.

Line of this company leased on May 1, 1899, and at a fixed rental per annum, to the Great Northern Railway Co. for one year from that date, and thereafter until canceled by notice in writing, which shall fix the date of cancellation, but such date of cancellation shall not be less than 60 days from the time of serving such notice.

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Author- ized. | Par Value of Shares. | Total Par Value Author- ized. | Total Amount Issued and Outstand- ing. | Dividends Declared During Year. | |
|--------------------|---|----------------------------|--|--|------------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock..... | 5,000 | \$100.00 | \$500,000.00 | \$500,000.00 | ..... | ..... |
| Total..... | 5,000 | \$100.00 | \$500,000.00 | \$500,000.00 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued Dur- ing Year. | Total Number Shares Issued and Outstand- ing. | Total Cash Realized. |
|----------------------|--|---|--|-------------------------|
| Issued for cash..... | 5,000 | \$500,000.00 | 5,000 | \$500,000.00 |
| Total..... | 5,000 | \$500,000.00 | 5,000 | \$500,000.00 |

(Page 19.)

FUNDED DEBT

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstand- ing. | Cash Realized on Amount Issued. | INTEREST. | | | |
|---------------------------------|-------------------|--------------|-----------------------------------|-------------------|-----------------------------|---|-----------|---------------------------|--------------------------------------|----------------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Ac- rued Dur- ing Year. | Amount Paid Dur- ing Year. |
| First mortgage..... | May 1, 1939 | May 1, 1923 | \$500,000.00 | \$500,000.00 | \$500,000.00 | \$500,000.00 | 5 | May 1..... Nov. 1..... | \$4,166.67 | ..... |
| Grand total..... | ..... | ..... | \$500,000.00 | \$500,000.00 | \$500,000.00 | \$500,000.00 | ..... | ..... | \$4,166.67 | ..... |

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | | | | |
| Miscellaneous obligations—page 19..... | | | | |
| Income bonds—page 19..... | \$500,000.00 | \$500,000.00 | \$4,166.67 | |
| Equipment trust obligations—page 21..... | | | | |
| Total..... | \$500,000.00 | \$500,000.00 | \$4,166.67 | |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|--------------|---|--------------|
| Reserve to pay for completion of road, unsettled construction bills, and for equipment ordered, not yet delivered | \$248,162.90 | Audited vouchers and accounts..... | \$72,105.79 |
| | \$248,162.90 | Total current liabilities..... | \$72,105.79 |
| | \$248,162.90 | Balance cash assets..... | 175,967.11 |
| Total cash and current assets..... | | Total..... | \$248,162.90 |

Materials and supplies on hand, none. See general balance sheet—page 49.

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|-------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$500,000.00 | \$500,000.00 | ..... | 49.04 | \$10,196.00 |
| Bonds—page 19 (grand total) | 500,000.00 | 500,000.00 | ..... | ..... | 10,196.00 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | \$1,000,000.00 | \$1,000,000.00 | ..... | 49.04 | \$20,392.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|----------------------------------|----------------|--------------|----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Park Rapids & Leech Lake Ry..... | \$500,000.00 | \$500,000.00 | \$1,000,000.00 | 49.04 | \$20,392.00 |
| Grand total..... | \$500,000.00 | \$500,000.00 | \$1,000,000.00 | 49.04 | \$20,392.00 |

Leased to Great Northern Ry., May 1, 1899.

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|---|---|------------------------------------|------------------------------------|--------------------|
| CONSTRUCTION— | | | | |
| Engineering | \$31,348.40 | | | |
| Right of way and station grounds | 38,456.75 | | | |
| Clearing and grubbing | 30,458.98 | | | |
| Grading | 276,399.85 | | | |
| Bridges, trestles and culverts | 40,759.87 | | | |
| Ties | 78,139.33 | | | |
| Rails | 144,091.14 | | | |
| Track fastenings | 18,994.27 | | | |
| Frogs and switches | 935.88 | | | |
| Tracklaying, surfacing and ballasting | 33,098.49 | | | |
| Crossings, cattle guards and signs | 88.65 | | | |
| Telegraph lines | 4,597.14 | | | |
| Station buildings and fixtures | 2,114.75 | | | |
| Water stations, fuel stations | 5,954.02 | | | |
| Locomotive and car service | 6,646.78 | | | |
| Transportation of men and material | 31,869.15 | | | |
| Operation during construction | 3,587.93 | | | |
| Miscellaneous structures | 2,396.61 | | | |
| Interest and discount | 83,857.50 | | | |
| General expenses | 434.12 | | | |
| Total construction | \$884,199.56 | | \$884,199.56 | \$17,010.59 |

Equipment ordered but not received and taken into account June 30th, 1899.

(Page 31.) INCOME ACCOUNT—JULY 1, 1898, TO APRIL 30, 1899.

(For Roads Making Operating Reports.)

(During Construction.)

| | | |
|--|-------------|------------|
| Gross earnings from operation—page 35 | \$16,309.15 | |
| Less operating expenses—page 45 | 18,128.02 | |
| Deficit | | \$1,818.87 |
| Taxes | \$166.33 | |
| Total deductions from income | | 166.33 |
| Deficit | | \$1,985.20 |
| Additions for year, transferred to cost of railway, being net cost of transporting material, etc., used in construction | | \$1,985.20 |

(Page 33.) INCOME ACCOUNT—MAY AND JUNE, 1899.

(For Roads Not Making Operating Reports.)

(Under Lease.)

| | | |
|---|------------|-------------|
| Income from lease of road | | \$10,166.67 |
| Total income | | \$10,166.67 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23 | \$4,166.67 | |
| Total deductions from income | | 4,166.67 |
| Net income | | \$6,000.00 |
| Surplus from operations of year ending June 30, 1899 | | 6,000.00 |
| Surplus on June 30, 1899 (for entry on "general balance sheet"— page 51) | | 6,000.00 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

July 1, 1898 to April 30, 1899. (During Construction.)

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|-----------------|---|------------------|
| PASSENGER— | | | |
| Total passenger revenue..... | | | \$5,061.67 |
| Express..... | | | 122.29 |
| Extra baggage and storage..... | | | 85.56 |
| Total passenger earnings..... | | | \$5,219.52 |
| FREIGHT— | | | |
| Total freight revenue..... | | | \$10,950.44 |
| Total freight earnings..... | | | \$10,950.44 |
| Total passenger and freight earnings..... | | | \$16,169.96 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Telegraph companies..... | | | \$189.19 |
| Total other earnings..... | | | \$189.19 |
| Total gross earnings from operation—Minnesota..... | | | \$16,309.15 |
| Total gross earnings from operation—entire line..... | | | \$16,309.15 |

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals
for May and June, 1899.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item, | Total. |
|--------------------------|--------------------------------|--|-------------|-------------|
| Tracks..... | Park Rapids to Cass Lake | Great Northern Ry..... | \$10,166.67 | |
| Total..... | | | | \$10,166.67 |

(Page 43.)

OPERATING EXPENSES, July 1, 1898 to April 30, 1899.
(During Construction.)

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|-------------------|
| Repairs of roadway | \$4,812.57 |
| Renewals of ties | 59.92 |
| Repairs and renewals of bridges and culverts | 490.45 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 88.64 |
| Repairs and renewals of buildings and fixtures | 1,101.09 |
| Repairs and renewals of telegraph | 13.31 |
| Total | <u>\$6,565.98</u> |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-----------------|
| Superintendence | \$3.52 |
| Repairs and renewals of locomotives | 890.45 |
| Repairs and renewals of passenger cars | 56.43 |
| Repairs and renewals of freight cars | 13.37 |
| Repairs and renewals of work cars | 64.38 |
| Other expenses | .02 |
| Total | <u>\$998.17</u> |

CONDUCTING TRANSPORTATION.

| | |
|---|--------------------|
| Superintendence | \$390.42 |
| Engine and roundhouse men | 1,899.22 |
| Fuel for locomotives | 3,173.57 |
| Water supply for locomotives | 93.36 |
| Oil, tallow and waste for locomotives | 64.55 |
| Other supplies for locomotives | 43.25 |
| Train service | 1,181.04 |
| Train supplies and expenses | 380.26 |
| Switchmen, flagmen and watchmen | 33.08 |
| Telegraph expenses | 446.92 |
| Station service | 627.70 |
| Station supplies | 112.83 |
| Car mileage—balance | 226.83 |
| Hire of equipment—balance | 1,730.92 |
| Loss and damage | 4.42 |
| Injuries to persons | 2.00 |
| Clearing wrecks | 8.46 |
| Stationery and printing | 215.43 |
| Other expenses | 2.74 |
| Total | <u>\$10,542.00</u> |

(Page 45.)

OPERATING EXPENSES—Continued.

| GENERAL EXPENSES. | | Amount. |
|---|--|----------------|
| General office expenses and supplies..... | | \$2.58 |
| Insurance..... | | 18.53 |
| Other expenses..... | | .76 |
| Total..... | | <u>\$21.87</u> |

| RECAPITULATION OF EXPENSES. | | |
|--|--|--------------------|
| Maintenance of way and structures..... | | \$6,565.98 |
| Maintenance of equipment..... | | 998.17 |
| Conducting transportation..... | | 10,542.00 |
| General expenses..... | | 21.87 |
| Grand total..... | | <u>\$18,128.02</u> |

| OPERATING EXPENSES—STATE OF MINNESOTA. | | |
|--|--|--------------------|
| Maintenance of way and structures..... | | \$6,565.98 |
| Maintenance of equipment..... | | 998.17 |
| Conducting transportation..... | | 10,542.00 |
| General expenses..... | | 21.87 |
| Total..... | | <u>\$18,128.02</u> |

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

| ASSETS. | JUNE 30, 1899. | |
|--------------------------------------|----------------|----------------|
| | Total. | Increase. |
| Cost of road—page 27..... | \$894,199.56 | \$894,199.56 |
| Cash and current assets—page 23..... | 248,162.90 | 248,162.90 |
| Grand total..... | \$1,082,362.46 | \$1,082,362.46 |

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

| LIABILITIES. | JUNE 30, 1899. | |
|--|----------------|----------------|
| | Total. | Increase. |
| Capital stock—page 17..... | \$500,000.00 | \$500,000.00 |
| Funded debt—page 23..... | 500,000.00 | 500,000.00 |
| Current Liabilities—page 23..... | 72,195.79 | 72,195.79 |
| Accrued interest on funded debt not yet payable..... | 4,166.67 | 4,166.67 |
| Profit and loss—page 31 (or 33)..... | 6,000.00 | 6,000.00 |
| Grand total..... | \$1,082,362.46 | \$1,082,362.46 |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Park Rapids to Cass Lake, 49.04 miles.
4. Line leased to Great Northern Ry., May 1, 1899.
6. \$500,000.
7. \$500,000.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Income Mortgaged. |
|------------------------------|----------------------|----------------|--------|--------------------------------------|------------------------|
| | From. | To. | Miles. | | |
| First mortgage..... | Park Rapids..... | Cass Lake..... | 49.04 | \$10,106.00 | All. |

(Page 58.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

The road was under construction until May 1, 1899. Since that date it has been operated by the Great Northern Ry. Co., under lease.

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

(Page 60.)

EXPLANATORY REMARKS.

The transportation of freight and passengers to May 1, 1899, being accomplished by construction trains and incidental to transportation of men and material for construction purposes, no records were kept from which information called for on opposite page can be obtained. Line leased May 1, 1899, to Great Northern Ry. Co.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Page 61, B.)

EXPLANATORY REMARKS.

See note, page 60.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks) for 10 Months.

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|-----------------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron and Steel. | Steel. |
| Miles of single track | 49.04 | | | | | | 49.04 | | | 49.04 |
| Miles of yard track and sidings | 4.07 | | | | | | 4.07 | | | |
| Total mileage operated (all tracks) .. | 53.11 | | | | | | 53.11 | | 4.07 | 49.04 |

B. Mileage of Line Operated by States and Territories (Single Track) for 10 Months.

| | | | | | | | | | | |
|---------------------------------------|-------|--|--|--|--|--|-------|--|--|-------|
| STATE OR TERRITORY— | | | | | | | | | | |
| Minnesota | 49.04 | | | | | | 49.04 | | | 49.04 |
| Total mileage operated (single track) | 49.04 | | | | | | 49.04 | | | 49.04 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota | 49.04 | | 49.04 | | | 49.04 |
| Total mileage owned (single track) | 49.04 | | 49.04 | | | 49.04 |

(Page 64.)

EXPLANATORY REMARKS.

Equipment ordered had not been received June 30th, 1896.

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Cannot give this.

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|---------------|---------|-------------------------|-----------------------|-----------------------|
| Bridges— | | | | |
| Wooden..... | 4 | 399 | 44 | 161 |
| Total..... | 4 | 399 | | |
| Trestles..... | 7 | 2,136 | 67 | 1,106 |

Gauge of track, 4 feet 8½ inches. 49.04 miles.

TELEGRAPH.

Owned by Company Making this Report.

| Miles of Line. | Miles of Wire. | Operated by this Company, July 1, 1898, to April 30, 1899. | | Operated by Another Company, May and June, 1899. | | |
|----------------|----------------|--|----------------|--|----------------|----------------------------|
| | | Miles of Line. | Miles of Wire. | Miles of Line. | Miles of Wire. | Name of Operating Company. |
| 48.91 | 49.23 | 48.91 | 49.23 | 48.91 | 49.23 | Great Northern Railway. |

Red Lake Transportation Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Red Lake Transportation Company.
2. Date of organization? December 9, 1897.
3. Under the laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota.

ORGANIZATION.

(Page 5.)

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|------------------------|--------------------------|-----------------------------|
| H. K. Halvorson..... | } Minneapolis, Minn..... | Jan. 1, 1900 |
| Chas. H. Richards..... | | |
| Wm. Lundeen..... | | |
| Chas. F. Carlson..... | | |
| Adolph Knudson..... | | |

Total number of stockholders at date of last election? 6.

Date of last meeting of stockholders for election of directors? January 24, 1899.

Give postoffice address of general office?

Give postoffice address of operating office?

Give name and address of officer to whom correspondence regarding this report should be addressed? C. H. Richards, President, 510 Globe Building, Minneapolis, Minn.

OFFICERS.

(Page 7.)

| Title. | Name. | Location of Office. |
|-----------------------------|--------------------|---|
| President..... | C. H. Richards.. | } 510 Globe Building, Minneapolis, Minn. |
| First vice-president..... | H. K. Halvorson | |
| Secretary..... | A. Knudson.... | |
| Treasurer..... | C. H. Richards.. | |
| Division superintendent.... | G. A. Westman..... | |

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(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named. | Miles of Line for Each Class of Roads Named. |
|---------------------------------|----------------|-------------|------------------------------------|--|
| | From | To | | |
| Red Lake Transportation Co..... | Red Lake | Nebish..... | 10 | 10 |
| Total..... | | | 10 | 10 |

(Page 8.)

EXPLANATORY REMARKS.

Operation of mileage was begun Sept. 14, 1898, although road was not open for business until Jan. 1, 1899.

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstand-ing. | Dividends Declared During Year. | |
|----------------------------|------------------------------|----------------------|-----------------------------|---------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | 1,000 | \$100.00 | \$100,000 | \$35,000 | ..... | ..... |
| Total..... | 1,000 | \$100.00 | \$100,000 | \$35,000 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued Dur-ing Year. | Cash Realized on Amount Issued Dur-ing Year. | Total Number Shares Issued and Outstand'g. | Total Cash Realized. |
|------------------------------|---------------------------------------|--|--|----------------------|
| Issued for cash, common..... | 650 | \$65,000 | 650 | \$65,000 |
| Total..... | 650 | \$65,000 | 650 | \$65,000 |

(Page 23.)

CURRENT ASSETS AND LIABILITIES.

Materials and supplies on hand, \$520. (See general balance sheet—page 49.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|-------------------------|-----------------------------|------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | | | | | |
| Bonds—page 19 (grand total)..... | \$85,000.00 | \$85,000.00 | ..... | 10 | \$8,500.00 |
| Equipment trust obligations—page 21..... |  |  | ..... |  |  |
| Total..... | \$85,000.00 | \$85,000.00 | ..... | 10 | \$8,500.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---------------------------------|----------------|--------------|--------|-----------------------------|------------|
| | | | | Miles. | Amount. |
| Red Lake Transportation Co..... | \$85,000.00 | | | 10 | \$8,500.00 |
| Grand total..... | \$85,000.00 | | | 10 | \$8,500.00 |

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(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|---|---------------------------------------|------------------------------|------------------------------|----------------|
| CONSTRUCTION— | | | | |
| Engineering | | | \$1,844.21 | \$184.42 |
| Grading | | | 21,791.73 | 2,179.18 |
| Bridges, trestles and culverts | | | 647.46 | 64.75 |
| Ties | | | 1,900.80 | 190.01 |
| Rails | | | 11,873.61 | 1,187.36 |
| Track fastenings | | | 1,157.62 | 115.76 |
| Ballast | | | 1,964.96 | 196.49 |
| Tracklaying and surfacing | | | 2,964.48 | 296.45 |
| Station buildings and fixtures | | | 1,577.99 | 157.80 |
| Total construction | | | \$45,222.88 | \$4,522.22 |
| EQUIPMENT— | | | | |
| Locomotives | \$4,199.87 | | \$4,199.87 | \$419.94 |
| Combination cars | 450.00 | | 450.00 | 45.00 |
| Freight cars | 825.00 | | 825.00 | 82.50 |
| Logging cars | 5,100.00 | | 5,100.00 | 510.00 |
| Total equipment | \$10,074.87 | | \$10,074.87 | \$1,007.44 |
| Total construction—page 27 | 45,222.88 | | 45,222.88 | 4,522.22 |
| Grand total cost construction, equipment, etc. | \$55,297.25 | | \$55,297.25 | \$5,529.73 |
| Total cost construction, equipment, etc.—State of Minnesota | \$55,297.25 | | \$55,297.25 | \$5,529.73 |

(Page 26.)

EXPLANATORY REMARKS.

Items 9, 10, 17 and 18 are combined in our accounts.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|------------|----------|
| Gross earnings from operation—page 35 | \$7,009.62 | |
| Less operating expenses—page 45 | 6,780.95 | |
| Income from operation | \$228.67 | |
| Total income | | \$228.67 |
| Surplus from operations of year ending June 30, 1899 | | 228.67 |
| Surplus on June 30, 1899, for entry on "general balance sheet," page 51 | | 228.67 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| | | |
|---|------------|------------|
| PASSENGER— | | |
| Passenger revenue | \$136.00 | |
| Total passenger revenue | | \$136.00 |
| FREIGHT— | | |
| Freight revenue | \$6,873.62 | |
| Total freight revenue | | 6,873.62 |
| Total gross earnings from operation—Minnesota | | \$7,009.62 |
| Total gross earnings from operation—entire line | | 7,009.62 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|--------------------------|------------|
| Repairs of roadway | \$1,425.00 |
| Total | \$1,425.00 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|----------|
| Repairs and renewals of freight cars | \$710.40 |
| Total | \$710.40 |

CONDUCTING TRANSPORTATION.

| | |
|---|------------|
| Superintendence..... | \$792.00 |
| Engine and roundhouse men | 1,422.90 |
| Fuel for locomotives..... | 368.00 |
| Oil, tallow and waste for locomotives | 121.61 |
| Train service..... | 760.65 |
| Switchmen, flagmen and watchmen | 427.50 |
| Total | \$3,892.66 |

(Page 42.)

EXPLANATORY REMARKS.

Items 12 and 14 are included in the one amount of \$710.40.

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | |
|---|----------|
| Salaries of clerks and attendants..... | \$475.00 |
| Stationery and printing (general officers)..... | 277.89 |
| Total | \$752.89 |

RECAPITULATION OF EXPENSES.

| | |
|---|------------|
| Maintenance of way and structures | \$1,425.00 |
| Maintenance of equipment..... | 710.40 |
| Conducting transportation..... | 3,892.66 |
| General expenses..... | 752.89 |
| Grand total..... | \$6,780.95 |
| Percentage of expenses to earnings—entire line..... | .97 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|------------|
| Maintenance of way and structures..... | \$1,425.00 |
| Maintenance of equipment..... | 710.40 |
| Conducting transportation..... | 3,892.66 |
| General expenses | 752.89 |
| Total | \$6,780.95 |
| Percentage of expenses to earnings—Minnesota..... | .97 |

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(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

| ASSETS. | JUNE 30, 1899. | |
|--------------------------------------|----------------|-------------|
| | Item. | Total. |
| Cost of road—page 27..... | \$45,222.88 | ..... |
| Cost of equipment—page 29..... | 10,074.57 | ..... |
| Other Assets— | | |
| Materials and supplies..... | 530.00 | ..... |
| Profit and loss—page 81 (or 83)..... | 223.67 | ..... |
| Grand total..... | | \$56,046.92 |

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

| LIABILITIES. | JUNE 30, 1899. | |
|--------------------|----------------|-------------|
| | Item. | Total. |
| Capital stock..... | \$65,000.00 | ..... |
| Grand total..... | | \$65,000.00 |

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensation. |
|---|---------|---------------------------------------|------------------------------------|-----------------------------------|
| General officers..... | 5 | ..... | ..... | ..... |
| General office clerks..... | 1 | 287 | \$475.00 | \$2.00 |
| Enginemen..... | 2 | 870 | 905.40 | 2.60 |
| Firemen..... | 1 | 247 | 427.50 | 1.75 |
| Conductors..... | 1 | 247 | 570.00 | 2.80 |
| Other trainmen..... | 1 | 123 | 190.65 | 1.55 |
| Carpenters..... | 1 | 247 | 427.50 | 1.75 |
| Other shopmen..... | 2 | 123 | 282.90 | 2.80 |
| Section foremen..... | 1 | 247 | 427.50 | 1.75 |
| Other trackmen..... | 3 | 741 | 997.50 | 1.35 |
| Switchmen, flagmen and watchmen..... | 1 | 285 | 427.50 | 1.50 |
| Total (inc. general officers)—Minnesota | 19 | 2,897 | 5,221.45 | \$18.86 |
| Less general officers..... | 5 | ..... | ..... | ..... |
| Total (exc. general officers)—Minnesota | 14 | ..... | ..... | ..... |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration..... | ..... | ..... | \$475.00 | ..... |
| Maintenance of way and structures..... | ..... | ..... | 1,435.00 | ..... |
| Maintenance of equipment..... | ..... | ..... | 710.40 | ..... |
| Conducting transportation..... | ..... | ..... | 2,611.05 | ..... |
| Total (inc. general officers)—Minnesota | ..... | ..... | \$5,221.45 | ..... |
| Total (inc. general officers)—entire line | ..... | ..... | 5,221.45 | ..... |

(Page 58.)

EXPLANATORY REMARKS.

Our men all work by the month.

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | Dols. Cts. Mills. |
|--|--|-------------------------------------|-------------------|
| PASSENGER TRAFFIC— | | | |
| Number of passengers carried earning revenue..... | 340 | | |
| Number of passengers carried one mile | 3,400 | | |
| Number of passengers carried one mile per mile of road | 340 | | |
| Average distance carried | 10 | | |
| Total passenger revenue—page 35..... | | \$136.00 | |
| Average amount received from each passenger | | .40 | |
| Average receipts per passenger per mile | | .04 | |
| Total passenger earnings—page 35..... | | 136.00 | |
| Passenger earnings per mile of road | | 13.60 | |
| Passenger earnings per train mile..... | | | .9 |
| FREIGHT TRAFFIC— | | | |
| Number of tons carried of freight earning revenue—page 63..... | 54,989 | | |
| Number of tons carried one mile | 549,890 | | |
| Number of tons carried one mile per mile of road | 54,989 | | |
| Average distance haul of one ton..... | 10 | | |
| Average amount received for each ton of freight | | .12.5 | |
| Average receipts per ton per mile..... | | .01.25 | |
| Total freight earnings—page 35..... | | 6,873.62 | |
| Freight earnings per mile of road | | 687.36 | |
| Freight earnings per train mile..... | | | .44 |
| PASSENGER AND FREIGHT— | | | |
| Passenger and freight revenue—page 35..... | | 7,009.62 | |
| Passenger and freight revenue per mile of road..... | | 700.96 | |
| Passenger and freight earnings—page 35..... | | 7,009.62 | |
| Passenger and freight earnings per mile of road..... | | 700.96 | |
| Gross earnings from operation—page 35..... | | 7,009.62 | |
| Gross earnings from operation per mile of road..... | | 700.96 | |
| Gross earnings from operation per train mile..... | | .45 | |
| Operating expenses—page 45..... | | 6,780.95 | |
| Operating expenses per mile of road..... | | 678.09 | |
| Operating expenses per train mile..... | | .43 | |
| Income from operation—page 31..... | | 7,009.62 | |
| Income from operation per mile of road..... | | 700.96 | |
| TRAIN MILEAGE— | | | |
| Miles run by freight trains..... | 15,600 | | |
| Total mileage trains earning revenue..... | 15,600 | | |
| Mileage of loaded freight cars—north or east..... | 93,600 | | |
| Mileage of empty freight cars—south or west..... | 93,600 | | |
| Average number of freight cars in train..... | 12 | | |
| Average number of loaded cars in train—north..... | 12 | | |
| Average number of empty cars in train—south..... | 12 | | |
| Average number of tons of freight in train | 173 | | |
| Average number of tons of freight in each loaded car..... | 14.4 | | |

(Page 60.)

EXPLANATORY REMARKS.

All our cars going north are loaded, and are returned empty, going south.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Carriers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--------------------------------|---|---|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Logs..... | 54,989 | ..... | 54,989 | ..... |
| Total tonnage—Minnesota..... | 54,989 | ..... | 54,989 | ..... |
| Total tonnage—entire line..... | 54,989 | ..... | 54,989 | ..... |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted With Automatic Coupler. | |
|-----------------------------------|------------------------------|---------------------------------|---------------------------------------|------------|--|-------|
| | | | No. | Name. | No. | Name. |
| LOCOMOTIVES—Owned and leased— | | | | | | |
| Freight..... | 1 | 1 | 1 | Steam..... | | |
| Switching..... | 1 | 1 | 1 | Steam..... | | |
| Total locomotives in service..... | 2 | 2 | | | | |
| IN FREIGHT SERVICE— | | | | | | |
| Flat cars..... | 1 | | | | | |
| Total..... | 1 | | | | | |
| IN COMPANY'S SERVICE— | | | | | | |
| Caboose cars..... | 1 | | | | | |
| Other road cars..... | 30 | | | | | |
| Total..... | 32 | | | | | |
| Total cars in service..... | 32 | | | | | |
| Total cars owned..... | 32 | | | | | |

MILEAGE.
Mileage of Road Operated (All Tracks).

(Page 67.)

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 10 | 2 | ..... | ..... | ..... | ..... | 12 | 12 | ..... | 12 |
| Total mileage operated (all tracks) .. | 10 | 2 | ..... | ..... | ..... | ..... | 12 | 12 | ..... | 12 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|---------------------|-------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 10 | 2 | | | | | 12 | 12 | ..... | 12 |
| Total mileage operated (all tracks). | 10 | 2 | | | | | 12 | 12 | ..... | 12 |

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|--------|--------------------------------|--|----------------------------|---------|---|
| KIND. | Tons. | Weight Per Yard, Pounds. | Av. Price Per Ton at Distrib- uting Point. | KIND. | Number. | Av. Price at Distrib- uting Point, Cents. |
| Steel | 56,541 | 30 | \$21.00 | Cedar, pine, tamarack... | 31,680 | \$0.06 |
| Total.. | 56,541 | 30 | \$21.00 | Total..... | 31,680 | \$0.06 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bitumi- nous. | Wood, Cords, Hard. | Total Fuel Consum- ed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|---------------------------------|--------------------------|------------------------------------|---------------|--|
| Freight | | 690 | 460 | 15,600 | 59 |
| Total..... | | 690 | 460 | 15,600 | 59 |
| Average cost at distributing point.. | | \$0.60 | ..... | ..... | ..... |

(Page 73.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT. | | PROFILE. | | | | | | |
|--------------------------------|-------|--------|--------------------------|---|--|--|-------------------|-----------------------------|--|--------------------|-----------------------------|---|
| From. | To. | Miles. | Num- ber of Curves | Aggreg't Length of Curved Line. Miles. | Length of Straight Track. Miles. | Length of Level Line. Miles. | Ascending Grades. | | | Descending Grades. | | |
| | | | | | | | No. | Sum of Ascents. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descents Feet. | Aggregate Length of Descending Grades. Miles. |
| | | 10 | 14 | 1.64 | 8.41 | 2.40 | 12 | 42 | 2.55 | 17 | 146 | 5.10 |
| Total | | 10 | 14 | 1.64 | 8.41 | 2.40 | 12 | 42 | 2.55 | 17 | 146 | 5.10 |

(Page 75.) CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

| Item. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|----------------------|---------|----------------------------|--------------------------|--------------------------|
| Bridges, wooden..... | 5 | 588 | 72 | 84 |
| Total..... | 5 | 588 | ..... | ..... |

Gauge of track, 4 feet 8½ inches. 12 miles.

St. Paul & Duluth Railroad Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? St Paul & Duluth R. R. Co.

2. Date of organization? June 27, 1877.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of State of Minnesota, chapter 30, Laws of 1876, and acquired all the franchises conferred under special act of 1881, chapter 1, act March 8, 1861.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. St. Paul & Duluth R. R. Co., incorporated June 27, 1877, under laws of 1876, 146.50 miles. Knife Falls branch, Special Laws of 1878, built and owned by St. P. & D. R. R. Co., 6.50 miles. Grantsburg, Rush City & St. Cloud R. R., Nov. 28, 1878, General Laws of Minnesota, held by St. P. & D. R. R. under perpetual lease, 5 miles. St. Cloud, Grantsburg & Ashland R. R., June 30, 1878, General Laws of Wisconsin, owned by St. P. & D. R. R. Co., 12 miles. Taylors Falls & Lake Superior R. R., Feb. 8, 1875, General Laws of Minnesota, leased by St. P. & D. R. R. for 999 years from Oct. 12, 1880, 20.50 miles. Stillwater & St. Paul R. R., June 24, 1867, General Laws of Minnesota, leased by St. P. & D. R. R. for 999 years from Jan. 1, 1871, 12.50 miles. * Minneapolis & Duluth R. R., leased by St. P. & D. R. R. 99 years from Aug. 1, 1882, 12.30 miles. Duluth Short Line Ry., July 1, 1886, General Laws of Minnesota, leased by St. P. & D. R. R. for 99 years from Sept. 1, 1886, 17.75 miles. Branch to quarries, General Laws of Minnesota, built and owned by St. P. & D. R. R., 5 miles. Minneapolis & St. Louis R. R.; St. P. & D. R. R. has trackage rights, 6.40 miles. Duluth, Twin Cities & Southwestern Ry., Feb. 1, 1888, General Laws of Minnesota, expenditures made by St. P. & D. R. R., no road built. Total, 244.45 miles.

5. Date and authority for each consolidation? As of June 30, 1899, these roads merged with main line: Grantsburg, Rush City & St. Cloud R. R., March 2, 1899; deed of conveyance to St. P. & D. R. R. St. Cloud, Grantsburg & Ashland R. R., March 2, 1899; deed of conveyance to St. P. & D. R. R. Taylors Falls & Lake Superior R. R., Nov. 12, 1898; deed of conveyance to St. P. & D. R. R. Stillwater & St. Paul R. R., March 2, 1899; deed of conveyance to St. P. & D. R. R. Duluth Short Line Ry., Nov. 11, 1898; deed of conveyance to St. P. & D. R. R. Branch to quarries, built and owned by St. P. & D. R. R. Co. Duluth, Twin Cities & Southwestern Ry., expenses of surveys made by St. P. & D. R. R., no track built.

* This road is owned by M. & St. L. R. R. Co. and leased from it.

(Page 3.)

HISTORY—Continued.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Nebraska & Lake Superior R. R. Co., incorporated by act of territorial legislature May 23, 1857, but did no work. Act amended by state legislature of Minnesota March 8, 1861, incorporating the Lake Superior & Mississippi R. R. Co. The St. Paul & Duluth R. R. Co., organized June 27, 1877, under General Laws of 1876, acquiring all the rights of the L. S. & M. R. R. Co. by mortgage foreclosure.

(Page 5.)

ORGANIZATION.

| Name of Directors. | Postoffice Address. | Date of Expiration of Term. |
|----------------------|---------------------|-----------------------------|
| John L. Riker..... | New York City..... | Oct. 12, 1899 |
| A. B. Plough..... | St. Paul, Minn..... | Oct. 12, 1899 |
| R. S. Hayes..... | New York City..... | Oct. 11, 1900 |
| Thos. Denny..... | New York City..... | Oct. 11, 1900 |
| W. R. Merriam..... | St. Paul, Minn..... | Oct. 11, 1900 |
| G. G. Haven, Jr..... | New York City..... | Oct. 10, 1901 |
| C. S. Day..... | New York City..... | Oct. 10, 1901 |
| A. H. Stevens..... | New York City..... | Oct. 10, 1901 |

Total number of stockholders at date of last election? 1,141.

Date of last meeting of stockholders for election of directors? Oct. 13, 1898.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? D. A. McKinlay, Auditor, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------------|-----------------------|---------------------|
| President..... | R. Somers Hayes..... | New York City |
| Vice-president..... | A. B. Plough..... | St. Paul, Minn. |
| Secretary and treasurer.... | A. V. Williams..... | St. Paul, Minn. |
| General solicitors..... | Hadley & Armstrong.. | St. Paul, Minn. |
| Atty. or gen. counsel..... | Julian T. Davies..... | New York City |
| Advisory counsel..... | James Smith, Jr..... | St. Paul, Minn. |
| Auditor..... | D. A. McKinlay..... | St. Paul, Minn. |
| General manager..... | A. B. Plough..... | St. Paul, Minn. |
| Chief engineer..... | C. J. A. Morris..... | St. Paul, Minn. |
| Superintendent..... | E. L. Brown..... | St. Paul, Minn. |
| Supt. of telegraph..... | J. R. Michaels..... | St. Paul, Minn. |
| General freight agent..... | W. W. Broughton.... | St. Paul, Minn. |
| General passenger agent... | C. E. Stone..... | St. Paul, Minn. |
| Purchasing agent..... | W. N. Schoff..... | St. Paul, Minn. |
| Asst. land commissioner... | Wm. P. Trowbridge.. | St. Paul, Minn. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each R'd Named. | Miles of Line for each Class of R'ds Named. |
|--|-------------------------|------------------------|-----------------------------------|---|
| | From. | To. | | |
| 1. <i>a</i> St. P. & D. R. R. Co..... | St. Paul, Minn..... | Duluth, Minn..... | 155.00 | * |
| Less line abandoned..... | Thomson Jct..... | Fond du Lac, M..... | 8.50 | ..... |
| | | | 146.50 | ..... |
| <i>b</i> Knife Falls Branch..... | Carlton, Minn..... | Cloquet, Minn..... | 6.50 | ..... |
| Branch to quarries..... | Miller, Minn..... | Quarries, Minn..... | 5.00 | ..... |
| | | | | 158.00 |
| 2. Grantsburg, Rush City & St. Cloud R. R..... | Rush City, Minn..... | St. Croix River, Wis.. | 5.00 | 5.00 |
| 3. Taylors Falls & L. S. R. R..... | Wyoming, Minn..... | Taylors Falls, Minn.. | 20.50 | ..... |
| Stillwater & St. Paul R. R..... | Stillwater, Minn..... | White Bear, Minn..... | 12.50 | ..... |
| Duluth Short Line Ry..... | Thomson Jct., Minn.. | St. Louis River, Wis.. | 16.00 | ..... |
| | | | | 49.00 |
| 4. Mpls. & Duluth R. R..... | M. & D. Jct., Minn..... | Sec. 13, E. Mpls..... | 12.30 | 12.30 |
| 5. Mpls. & St. Louis R. R..... | Sec. 13, E. Mpls..... | Mpls., Minn..... | 6.40 | 6.40 |
| Total..... | | | | 230.70 |

*From Carlton to Duluth, 14.68 miles of track, owned jointly with the Nor. Pac. Ry.

(Page 9.)

PROPERTY OPERATED.

| | | | | |
|--|-------------------------|--------------------------|---------|--------|
| 1. <i>a</i> St. P. & D. R. R..... | St. Paul, Minn..... | Duluth..... | 155.00 | ..... |
| Less line abandoned..... | Thomson Jct., Minn.. | Fond du Lac..... | 8.50 | ..... |
| | | | *146.50 | ..... |
| <i>b</i> Knife Falls Branch..... | Carlton, Minn..... | Cloquet, Minn..... | 6.50 | ..... |
| Branch to quarries..... | Miller, Minn..... | Quarries, Minn..... | 5.00 | ..... |
| | | | | 158.00 |
| 2. Grantsburg, Rush City & St. Cloud R. R..... | Rush City, Minn..... | St. Croix River, Wis.. | 5.00 | ..... |
| St. Cloud, Grantsburg & Ashland R. R..... | St. Croix River, Wis.. | Grantsburg, Wis..... | 12.00 | ..... |
| | | | | 17.00 |
| 3. Taylors Falls & L. S. R. R..... | Wyoming, Minn..... | Taylors Falls, Minn.. | 20.50 | ..... |
| Stillwater & St. P. R. R..... | Stillwater, Minn..... | White Bear, Minn..... | 12.50 | ..... |
| Duluth Short Line Ry..... | Thomson Jct., Minn.. | West Superior, Wis.. | 17.75 | ..... |
| | | | | 50.75 |
| 4. Mpls. & Duluth R. R..... | M. & D. Jct., Minn..... | Sec. 13, E. Mpls., Minn. | 12.30 | 12.30 |
| 5. Mpls. & St. Louis R. R..... | Sec. 13, E. Mpls..... | Mpls., Minn..... | 6.40 | 6.40 |
| Total..... | | | | 244.45 |

*From Carlton to Duluth, 23.18 miles, the road is owned jointly with the Northern Pacific Ry. Co. That portion from Thomson Jct. to West End, 15.80 miles, has been but little used since Sept., 1888. The St. Paul & Duluth using the Duluth Short Line Ry. instead, and the Northern Pacific running over its own line via West Superior to Duluth.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|---|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|-----------|--------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First consolidated mortgage..... | June 1, 1898 | June 1, 1908 | \$5,000,000 | \$1,000,000 | \$1,000,000 | \$50,000.00 | 4% | June and Dec..... | \$19,444.44 | \$16,111.10 |
| First mortgage..... | Aug., 1881 | Aug., 1891 | 1,000,000 | 1,000,000 | 1,000,000 | 1,014,082.50 | 5% | Feb. and Aug.... | 50,000.00 | 50,000.00 |
| Second mortgage..... | Oct., 1887 | Oct., 1917 | 2,000,000 | 2,000,000 | 2,000,000 | 2,010,875.00 | 5% | April and Oct..... | 100,000.00 | 100,000.00 |
| Taylor Falls & Lake Superior R. R., first mortgage..... | Jan. 1, 1884 | Jan. 1, 1914 | 210,000 | 210,000 | 210,000 | 210,000.00 | 6% | Jan. and July.... | See page 18. | |
| Stillwater & St. Paul R. R., first mortgage..... | Dec., 1870 | Dec., 1900 | 400,000 | 400,000 | 209,500 | 400,000.00 | 7% | June and Dec..... | | |
| Duluth Short Line Railway, first mortgage..... | Sept., 1886 | Sept., 1916 | 500,000 | 500,000 | 500,000 | 513,250.00 | 5% | Mch. and Sept..... | | |
| Grand total..... | ..... | ..... | \$9,110,000 | \$5,110,000 | \$4,919,500 | \$5,098,217.50 | ..... | ..... | \$168,444.44 | \$166,111.10 |

(Page 18.)

EXPLANATORY REMARKS.

On June 30, 1890, Taylor Falls & Lake Superior R. R., Stillwater & St. Paul R. R. and Duluth Short Line Ry. were merged with the St. Paul & Duluth R. R.; the St. Paul & Duluth R. R. Co. assumed the payment of all of said companies' outstanding bonds. During the fiscal year ending June 30, 1890, the St. P. & D. R. Co. paid rentals for said roads, as shown on page 47, and out of said rentals coupon interest was paid, therefore on pages 19 and 23 there are no interest charges on these branch line bonds.

(Page 21.)

FUNDED DEBT—Continued.

EQUIPMENT TRUST OBLIGATIONS.—A. General Statement.

| SERIES OR OTHER DESIGNATION. | Date of Issue. | Term. | Number of Payments. | Equipment Covered. |
|---|------------------|--------------|---|--|
| Car Trust Series A, Francis L. Hine, trustee... | Aug. 15, 1898... | 5 years..... | \$16,880 cash down and 60 monthly payments of \$1,751.60 each.... | 200—40 ft. box cars of 60,000 lbs. capacity. |

B. Statement of Amount.

| SERIES OR OTHER DESIGNATION. | Cash Paid on Delivery of Equipment. | DEFERRED PAYMENTS— PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | | |
|--|---|----------------------------------|------------------------|-----------------------------|-----------------------|--------------------------------------|--------------------------------|-------|
| | | Original Amount. | Amount Outstanding. | Original Amount. | Amount Outstanding | Amount Accrued During Year. | Amount Paid During Year. | Rate. |
| Car Trust Series A, Francis L. Hine, trustee..... | \$16,880.00 | \$105,096.00 | \$91,098.20 | The interest | is computed | with the principal. |  | ..... |
| Total..... | \$16,880.00 | \$105,096.00 | \$91,098.20 |  |  |  |  | ..... |

REMARKS.—Until full payment is made and all obligations on the part of the railroad company are complied with, the title to the equipment remains in the trustee, his successors and assigns.
According to agreement, dated Aug. 15, 1898, the St. P. & D. R. R. Co. purchased from Francis L. Hine, trustee, 200—40 ft. 60,000 lbs. capacity box cars, for the sum of \$121,470; paid down \$16,880, and 60 promissory notes of \$1,751.60 each—\$105,096. First note payable Nov. 1, 1898, the last note payable Oct. 1, 1903.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|--------------------------------------|--------------------------|
| | | | Amount Accrued during Year. | Amount Paid during Year. |
| Mortgage bonds—page 19..... | \$5,110,000.00 | \$4,919,500.00 | \$109,444.44 | \$106,111.10 |
| Miscellaneous obligations—page 19..... | ..... | ..... | ..... | ..... |
| Income bonds—page 19..... | ..... | ..... | ..... | ..... |
| Equipment trust obligations—page 21..... | 105,000.00 | 91,083.20 | Interest computed in with principal. | ..... |
| Total..... | \$5,215,000.00 | \$5,010,583.20 | \$109,444.44 | \$106,111.10 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|--------------|---|--------------|
| Cash..... | \$633,653.60 | Audited vouchers and accounts..... | \$138,454.76 |
| Bills receivable..... | 23,950.75 | Wages and salaries..... | 71,186.32 |
| Due from agents..... | 59,288.90 | Dividends not called for..... | 2,071.00 |
| Due from solvent companies and individuals..... | 38,460.75 | Matured interest coupons unpaid—including coupons due July 1..... | 1,387.50 |
| Net traffic balances due from other companies..... | 4,535.87 | Miscellaneous..... | 36,945.11 |
| Other cash assets (excluding materials and supplies)*..... | 11,735.21 | Total current liabilities..... | \$250,024.69 |
| Total cash and current assets..... | \$771,625.08 | Balance cash assets..... | 521,000.39 |
| Total..... | \$771,625.08 | Total..... | \$771,625.08 |

* Materials and supplies on hand, \$86,301.45. (See general balance sheet, page 49.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|---------------------------|------------------------|---------------------------------|--------------------------|-----------------|
| | | To Railroads. | To Other Properties. (Page 11.) | Miles. | Amount. |
| Capital stock—page 17..... | \$8,759,740.51 | \$8,759,740.51 | ..... | 225.75 | \$38,808 |
| Bonds—page 19 (grand total)..... | 4,919,500.00 | 4,919,500.00 | ..... | 225.75 | 21,792 |
| Equipment trust obligations—page 21..... | 91,088.20 | 91,088.20 | ..... | 225.75 | 408 |
| Total | \$13,770,328.71 | \$13,770,328.71 | ..... | 225.75 | \$60,998 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|----------------|----------------|-----------------|--------------------------|----------|
| | | | | Miles. | Amount. |
| St. Paul & Duluth R. R., comprising St. Paul & Duluth R. R., main line; Knife Falls Branch; branch to quarries; Grantsburg, Rush City & St. Cloud; St. Cloud, Grantsburg & Ashland; Taylors Falls & Lake Su- perior; Stillwater & St. Paul; Duluth Short Line..... | \$8,759,740.51 | \$4,919,500.00 | \$13,679,240.51 | 225.75 | \$60,598 |
| Grand total..... | ..... | ..... | ..... | 228.05 | ..... |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|---|---|------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION —By preferred stock cancelled and deducted from cost of road | | | | |
| Engineering | *\$343,314.50 | | | |
| Right of way and station grounds..... | 1,390.02 | | | |
| Grading..... | 2,459.18 | | | |
| Bridges, trestles and culverts | 35,231.85 | | | |
| Ties | 11,317.48 | | | |
| Track fastenings..... | 6.36 | | | |
| Frogs and switches | 48.40 | | | |
| Ballast | 109.36 | | | |
| Track laying and surfacing..... | 7,611.91 | | | |
| Fencing right of way..... | 183.13 | | | |
| Crossings, cattle guards, and signs.... | 539.21 | | | |
| Telegraph lines..... | 19.39 | | | |
| Station buildings and fixtures..... | 608.75 | | | |
| Yard, track and sidings..... | 94.47 | | | |
| Sixth avenue viaduct..... | 1,148.81 | | | |
| Cost of proprietary and branch lines.. | 53,781.68 | | | |
| Interest and discount..... | 1,598,974.01 | | | |
| General expenses..... | 49,285.71 | | | |
| | 10,311.04 | | | |
| Total construction | \$1,429,836.26 | \$10,433,982.55 | \$11,863,818.81 | \$52,552.91 |
| EQUIPMENT —By preferred stock cancelled and deducted from the cost of equipment..... | | | | |
| Locomotives (5 sold)..... | *\$343,314.50 | | | |
| Sleeping, parlor and dining cars..... | *10,500.00 | | | |
| Freight cars (1 sold)..... | 6,211.00 | | | |
| | *100.00 | | | |
| Equipping freight cars with automatic couplers and air brakes..... | 26,551.80 | | | |
| | 122,900.94 | | | |
| Total equipment | *\$198,250.76 | \$1,670,191.63 | \$1,471,940.87 | \$6,520.22 |
| Total construction—page 27 | | | \$11,863,818.81 | \$52,552.91 |
| Grand total cost construction, equipment, etc. | | | \$13,335,759.68 | \$59,073.13 |

* Deduct.

(Page 28.)

EXPLANATORY REMARKS.

The road having been acquired by mortgage foreclosure, it is impossible to give in detail the information asked for on pages 27 and 29.

(Page 81.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|----------------|--------------|
| Gross earnings from operation—page 85..... | \$1,806,097.78 | |
| Less operating expenses—page 45..... | 1,226,510.26 | |
| Income from operation..... | | \$579,587.52 |
| Dividends on stocks owned—page 87..... | \$10,125.00 | |
| Interest on bonds owned—page 89..... | 70.00 | |
| Miscellaneous income, less expenses—page 41..... | 185,977.90 | |
| Income from other sources..... | | \$196,172.90 |
| Total income..... | | \$775,760.42 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$169,444.44 | |
| Rents paid for lease of road—page 47, A..... | 86,300.59 | |
| Taxes..... | 61,835.01 | |
| Total deductions from income..... | | 317,680.04 |
| Net income..... | | \$458,080.38 |
| Dividends, 8 per cent, preferred stock—page 17..... | \$358,876.50 | |
| Total..... | | 816,956.88 |
| Surplus from operations of year ending June 30, 1899..... | | 899,908.38 |
| Surplus on June 30th, 1898—from "general balance sheet," 1898 report..... | | 215,478.00 |
| Additions for year..... | | 8315,281.88 |
| Surplus on June 30th, 1899—for entry on "general balance sheet," page 51..... | | 46,188.53 |
| | | \$361,470.41 |

(Page 80.)

EXPLANATORY REMARKS.

| | | |
|--|----------|-------------|
| Additions for year, reserved from land and stumpage income June 30, 1898, account land grant— | | |
| Taxes for 1897 now restored to land and stumpage income.... | | \$47,052.25 |
| Less annual proportion of discount on first consol. mortgage bonds..... | \$714.29 | |
| Less annual proportion expense incident to issue of consol. mortgage bonds..... | 149.48 | |
| | | 868.72 |
| | | \$46,188.53 |

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue | \$358,788.60 | | |
| Less Repayments— | | | |
| Tickets redeemed..... | | \$782.29 | |
| Excess fares refunded..... | | 7,994.42 | |
| Other repayments..... | | 78.25 | |
| Total deductions..... | | \$8,854.96 | |
| Total passenger revenue | | | \$349,933.64 |
| Mail..... | | | 24,942.47 |
| Express..... | | | 22,348.80 |
| Extra baggage and storage..... | | | 5,583.60 |
| Other items—milk..... | \$6,609.62 | } | 29,487.41 |
| Sleeping cars..... | 18,640.29 | | |
| Chair cars..... | 4,237.50 | | |
| Total passenger earnings | | | \$432,245.92 |
| FREIGHT— | | | |
| Freight revenue..... | \$1,397,048.92 | | |
| Less Repayments— | | | |
| Overcharge to shippers..... | | 52,362.64 | |
| Total deductions..... | | \$52,362.64 | |
| Total freight revenue..... | | | \$1,344,686.28 |
| Total passenger and freight earnings | | | \$1,776,932.20 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Rents from tracks, yards and terminals—page 41.... | \$3,767.65 | | |
| Other sources..... | 860.88 | | |
| Total other earnings..... | | | \$4,628.53 |
| Total gross earnings from operation—Minnesota..... | | | \$1,781,560.73 |
| Total gross earnings from operation—entire line..... | | | \$1,806,097.78 |

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

| NAME. | Total Par Value. | Rate. | Income or Dividend Received. | Valuation, Cost to Company. |
|--|------------------|-------|------------------------------|-----------------------------|
| Taylor's Falls & Lake Superior R. R..... | \$405,000.00 | | | \$1.00 |
| Duluth Short Line Ry..... | 600,000.00 | | | 1.00 |
| Stillwater & St. Paul R. R..... | 393,000.00 | | | 1.00 |
| Lake Superior Terminal & Transfer Ry.... | 15,700.00 | | | 15,300.00 |
| St. Paul Union Depot..... | 43,750.00 | | \$2,625.00 | 43,750.00 |
| Duluth Union Depot & Transfer Co..... | 150,000.00 | | 7,500.00 | 150,000.00 |
| Grantsburg, Rush City & St. Cloud R. R.... | 7,150.00 | | | 1.00 |
| St. Cloud, Grantsburg & Ashland R. R..... | 25,460.00 | | | 1.00 |
| Total..... | \$1,640,060.00 | | \$10,125.00 | \$209,055.00 |

B. Other Stocks.

| | | | | |
|----------------------------|----------------|--|--|--------------|
| Snake River Dam Stock..... | \$400.00 | | | \$544.00 |
| Total..... | \$400.00 | | | \$544.00 |
| Grand total—A and B..... | \$1,640,460.00 | | | \$209,599.00 |

(Page 39.)

BONDS OWNED.

Railway Bonds.

| NAME. | Total Par Value. | Rate Per Cent. | Income or Interest Received. | Valuation. |
|---|------------------|----------------|------------------------------|------------|
| Stillwater & St. Paul R. R. bonds | \$1,000.00 | ..... | \$70.00 | \$1,000.00 |
| Total..... | \$1,000.00 | ..... | \$70.00 | \$1,000.00 |

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|--------------------------|-------------------------------|--|------------|------------|
| Tracks | Cloquet | Eastern Ry. of Minn..... | \$1,056.48 | ..... |
| Tracks | Duluth | Duluth & I. R. R. R..... | 450.00 | ..... |
| Tracks | Duluth | Duluth & I. R. R. R..... | 1,087.20 | ..... |
| Tracks | Duluth | Duluth, So. S. & A. Ry..... | 383.97 | ..... |
| Tracks | Duluth | Duluth, Missabe & N. Ry.. | 600.00 | ..... |
| Tracks | Stillwater | Stillwater U. D. & T. Co.. | 60.00 | ..... |
| Total..... | ..... | ..... | ..... | \$3,617.65 |
| Terminals..... | Stillwater | Stillwater U. D. & T. Co.. | \$150.00 | 150.00 |
| Grand total..... | ..... | ..... | ..... | \$3,767.65 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|--|---------------|----------------|---------------------------|
| Interest and exchange..... | ..... | ..... | \$8,071.80 |
| Rent of docks, Duluth ..... | ..... | ..... | 4,999.98 |
| Miscellaneous rentals..... | ..... | ..... | 3,581.48 |
| Rent of coal yards, St. Paul ..... | ..... | ..... | 1,567.97 |
| Rent of land, C., St. P. M. & O. Ry..... | ..... | ..... | 289.44 |
| Land and stumpage income | \$208,525.13 | \$41,057.90 | 167,467.23 |
| Total..... | \$208,525.13 | \$41,057.90 | \$185,977.90 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|--------------|
| Repairs of roadway | \$135,070.95 |
| Renewals of rails | 922.49 |
| Renewals of ties | 28,117.43 |
| Repairs and renewals of bridges and culverts | 23,075.39 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 3,732.96 |
| Repairs and renewals of buildings and fixtures | 36,258.91 |
| Repairs and renewals of docks and wharves | 2,841.90 |
| Repairs and renewals of telegraph | 2,923.93 |
| Stationery and printing | 344.71 |
| Total | \$239,288.67 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|--------------|
| Superintendence | \$5,569.88 |
| Repairs and renewals of locomotives | 59,514.82 |
| Repairs and renewals of passenger cars | 29,109.33 |
| Repairs and renewals of freight cars | 90,078.00 |
| Repairs and renewals of work cars | 6,150.44 |
| Repairs and renewals of shop machinery and tools | 9,062.74 |
| Stationery and printing | 221.77 |
| Other expenses | 6,192.78 |
| Total | \$205,899.76 |

CONDUCTING TRANSPORTATION.

| | |
|--|--------------|
| Superintendence | \$31,745.08 |
| Engine and roundhouse men | 120,745.23 |
| Fuel for locomotives | 129,126.99 |
| Water supply for locomotives | 8,276.98 |
| Oil, tallow and waste for locomotives | 4,996.75 |
| Other supplies for locomotives | 1,721.14 |
| Train service | 82,401.99 |
| Train supplies and expenses | 25,470.11 |
| Switchmen, flagmen and watchmen | 48,787.03 |
| Telegraph expenses | 20,165.89 |
| Station service | 97,084.90 |
| Station supplies | 7,683.49 |
| Switching charges—balance | *75.09 |
| Car mileage—balance | 16,362.98 |
| Hire of equipment—balance | *1,844.04 |
| Loss and damage | 8,802.22 |
| Injuries to persons | 11,650.88 |
| Clearing wrecks | 2,099.93 |
| Advertising | 5,859.84 |
| Outside agencies | 22,300.93 |
| Commissions | 1,885.63 |
| Rents for tracks, yards and terminals—page 47, B | 47,982.26 |
| Rents of buildings and other property | 4,281.88 |
| Stationery and printing | 8,780.84 |
| Other expenses | 559.16 |
| Total | \$706,852.50 |

* Deduct.

650 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|--------------------|
| Salaries of general officers..... | \$34,949.93 |
| Salaries of clerks and attendants..... | 19,959.50 |
| General office expenses and supplies..... | 4,963.08 |
| Insurance..... | 6,816.68 |
| Law expenses..... | 7,267.31 |
| Stationery and printing (general offices)..... | 1,966.19 |
| Other expenses..... | 5,201.66 |
| Total..... | \$90,469.33 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$233,298.67 |
| Maintenance of equipment..... | 205,969.76 |
| Conducting transportation..... | 706,952.50 |
| General expenses..... | 90,469.33 |
| Grand total..... | \$1,236,510.26 |
| Percentage of expenses to earnings—entire line..... | 67.91 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$230,115.93 |
| Maintenance of equipment..... | 203,069.52 |
| Conducting transportation..... | 697,239.30 |
| General expenses..... | 79,374.94 |
| Total..... | \$1,209,829.69 |
| Percentage of expenses to earnings—Minnesota..... | 67.91 |

(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|--------------------------------------|-------------------------------|--------------------------------|-------------|--------------------|
| Stillwater & St. Paul R. R..... | | | \$20,000.00 | \$20,000.00 |
| Taylor's Falls & Lake Sup. R. R..... | \$12,600.00 | | | 12,600.00 |
| Duluth Short Line Ry..... | 25,000.00 | | | 25,000.00 |
| Minneapolis & Duluth R. R..... | | | 28,700.69 | 28,700.69 |
| Total rents—A..... | | | | \$86,300.69 |

B. Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|---------------------------|-------------------------------|---|-------------|--------------------|
| Tracks..... | Minneapolis..... | M. & St. L. R. R..... | \$18,099.80 | |
| Tracks..... | St. Paul..... | C. B. & Nor. R. R..... | 858.08 | |
| Total..... | | | | \$18,457.88 |
| Terminals..... | St. Paul..... | St. Paul Union Depot Co..... | 2,989.67 | |
| Terminals..... | Stillwater..... | Stillwater U. D. & T. Co..... | 800.00 | |
| Terminals..... | Minneapolis Freight..... | M. & St. L. R. R. Co..... | 12,000.00 | |
| Terminals..... | Minneapolis Freight..... | Nor. Pacific Ry..... | 875.00 | |
| Terminals..... | Minneapolis Pass..... | Nor. Pacific Ry..... | 875.00 | |
| Terminals..... | Minneapolis Pass..... | C. M. & St. P. Ry..... | 9,000.00 | |
| Terminals..... | Duluth..... | Duluth U. D. & T. Co..... | 8,538.77 | |
| Terminals..... | Duluth..... | C., St. P., M. & O. Ry..... | 169.44 | |
| Terminals..... | West Superior..... | L. Sup. T. & T. Ry Co..... | 176.50 | |
| Total..... | | | | 34,524.86 |
| Grand total—B..... | | | | 47,982.26 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 40.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|-----------------|-----------------|-----------------|----------------------------|----------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$10,433,932.55 | | \$11,893,818.81 | | \$1,429,886.26 | |
| 1,670,191.63 | | 1,471,940.87 | | | \$198,250.76 |
| 1,462,727.94 | | 209,589.00 | | | 1,253,138.94 |
| 1,000.00 | | 1,000.00 | | | |
| 35,664.62 | | | | | 35,664.62 |
| 25,665.47 | | | | | 25,665.47 |
| 1,732.26 | | 1,732.26 | | | |
| 463,384.59 | | 463,896.83 | | 30,512.24 | |
| 606,163.47 | | 771,625.08 | | 165,461.61 | |
| | | | | | |
| 65,225.84 | | 91,083.20 | | 91,083.20 | |
| 140,888.29 | | 86,301.45 | | 21,075.61 | |
| 82,705.89 | | 152,281.79 | | 11,443.50 | |
| | | | | | 82,705.89 |
| | \$15,019,292.55 | | \$15,143,279.29 | \$1,749,402.42 | \$1,625,415.68 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|-----------------|----------------|-----------------|----------------------------|----------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$9,451,189.51 | | \$8,759,740.51 | | | \$691,429.00 |
| 3,000,000.00 | | 4,919,500.00 | | \$1,919,500.00 | |
| 701,000.00 | | | | | 710,000.00 |
| 101,032.53 | | 250,624.69 | | 59,592.13 | |
| 60,448.46 | | 63,800.00 | | 3,353.34 | |
| 140,888.29 | | 152,281.79 | | 11,443.50 | |
| 75.14 | | 5,128.73 | | 5,053.59 | |
| | | 4,800.00 | | 4,800.00 | |
| 690,776.40 | | | | | 690,776.40 |
| 23,635.15 | | 28,296.13 | | 4,660.98 | |
| 483,703.89 | | 506,883.83 | | 17,815.24 | |
| 47,662.25 | | | | | 47,662.25 |
| | | 91,083.20 | | 91,083.20 | |
| 215,478.00 | | 391,470.41 | | 145,992.41 | |
| | \$15,019,292.55 | | \$15,143,279.29 | \$2,293,244.39 | \$2,139,257.65 |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

5. On June 30, 1899, the following roads were merged with the main line and Cloquet branch, viz.:

| | Miles. |
|---|--------------|
| Taylor's Falls & Lake Superior R. R..... | 20.50 |
| Stillwater & St. Paul R. R..... | 12.50 |
| Duluth Short Line Ry..... | 17.75 |
| Grantsburg, Rush City & St. Cloud R. R..... | 5.00 |
| St. Cloud, Grantsburg & Ashland R. R..... | 12.00 |
| Branch to quarries..... | 5.00 |
| Duluth, Twin Cities & Southwestern (no mileage) | |
| | <hr/> 72.75 |
| Add main line..... | 146.50 |
| Add Cloquet branch..... | 6.50 |
| Total miles owned..... | <hr/> 225.75 |

6. During the past year no new stocks were issued. On the contrary capital stock preferred was reduced \$691,429, by proceeds from land sales, in accordance with plan of reorganization. Of that amount, \$4,800 is held in suspense, it not yet having been surrendered for cancellation. \$343,314.50 was deducted from "cost of road" and \$343,314.50 deducted from "cost of equipment." See pages 27 and 29.

7. Provision was made during the past year for the issue of \$5,000,000 first consolidated mortgage bonds. There have been issued \$1,000,000 of said bonds. The company also assumed the payment of the outstanding bonds of the branch lines which were consolidated June 30, 1899, with the main line, viz.:

| | |
|---|----------------------|
| Taylor's Falls & Lake Superior R. R..... | \$210,000.00 |
| Stillwater & St. Paul R. R..... | 209,500.00 |
| Duluth Short Line Ry..... | 500,000.00 |
| | <hr/> \$919,500.00 |
| Add am't. of first consolidated mtge. bonds | 1,000,000.00 |
| Add am't. of bonds previously outstanding | 3,000,000.00 |
| | <hr/> \$4,919,500.00 |

8. Cost of road was increased as shown on page 27, \$1,429,836.26. Cost of equipment was decreased as shown on page 29, \$198,250.76.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Adams Express Company receives and delivers merchandise at cars. Pays 40 per cent of its gross earnings, but not less than \$1,875 per month.

2. Compensation for carrying United States mails based on weight arrived at every four years. At present this company receives \$25,768.38 per annum, subject to fines for non-performance of service.

3. This company owns and operates its own sleeping and chair cars.

5. Eastern Ry. of Minnesota, covering lease of right of way and crossing at Cloquet, Minn., for which this company receives \$1,056.48 per annum. Duluth & Iron Range R. R., covering rent of right of way between Chester Creek and Fifth avenue east, Duluth, for which this company receives \$450 per annum. Union Depot & Transfer Company of Stillwater, covering use of turntable and tracks leading thereto, for which this company receives \$150 per annum; also for use of track to elevator on Myrtle street, Stillwater, for which this company receives \$60 per annum. Duluth & Iron Range R. R., covering use of tracks by passenger trains between Union Depot, Duluth, and Fifth avenue east, Duluth, for which this company receives \$1,087.20 per annum. Duluth, South Shore & Atlantic Ry., covering proportion of trackage on passenger trains over track between West Superior and Duluth, for which this company receives 52 9-10 cents per train. Duluth, Missabe & Northern Ry., covering use of tracks by passenger trains between D. M. & N. Jct. and Union Depot Jct., Duluth, for which this company receives \$600 per annum. Chicago, St. Paul, Minneapolis & Omaha Ry., covering lease of land at St. Paul, for which this company receives \$289.44 per annum. Minneapolis & Duluth R. R., covering lease of track known as "M. & D. branch" between White Bear and Minneapolis, for which this company pays 35 per cent of the gross earnings of said branch, less 3 per cent account taxes. Minneapolis & St. Louis R. R., covering lease of tracks between East Minneapolis and Minneapolis, for which this company pays \$13,099.80 per annum. Chicago, Burlington & Quincy Ry., covering use of tracks and bridge at St. Paul, for which this company pays \$358.08 per annum. Minneapolis & St. Louis R. R., covering freight terminals at Minneapolis, for which this company pays \$24,000 per annum. Chicago, Milwaukee & St. Paul Ry., covering passenger terminals at Minneapolis, for which this company pays \$12,000 per annum. Northern Pacific Ry.,

(Page 55.) CONTRACTS, AGREEMENTS, ETC.—Continued.

covering rent of land at Minneapolis, for which this company pays \$750 per annum. Chicago, St. Paul, Minneapolis & Omaha Ry., covering rent of land at Duluth, for which this company pays \$169.44 per annum.

6. No written contract or agreement with any steamboat or steamship company; simply a prorating agreement on through rates.

7. Western Union Telegraph Co. and St. Paul & Duluth R. R. Co. own jointly 234.70 miles of poles and 460.55 miles of wire. Western Union Telegraph Co. owns 791.80 miles of wire exclusively and St. Paul & Duluth R. R. Co. owns 209.75 miles of wire exclusively. The telegraph company furnishes all material for maintenance and operation of joint line and each company furnishes wire for individual use. The railroad company furnishes labor and transports the material free over its own line and pays for services of operators, except when commercial messages exceed average of 20 per day at any station, the telegraph company provides operator. The telegraph company sends over any of its lines the personal or social messages of the officers of the railroad company to an amount not exceeding \$1,000 per annum, rated at ordinary tariff rates. North American Telegraph Co. by sufferance occupy a portion of the right of way of this company between St. Paul and Duluth and between White Bear and Stillwater for their lines.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment and Income Mortgaged. |
|--|----------------------|----------------------|--------|--------------------------------------|--------------------------------------|
| | From. | To. | Miles. | | |
| First mortgage bond..... | St. Paul..... | Duluth..... | 146.50 | ..... | ..... |
| Second mortgage bond..... | Carlton..... | Cloquet..... | 6.50 | ..... | ..... |
| First consolidated mortgage bond..... | Miller..... | Quarry..... | 5.00 | ..... | ..... |
| Taylor's Falls & Lake Superior..... | Wyoming..... | Taylor's Falls..... | 20.50 | ..... | ..... |
| Stillwater & St. Paul..... | Stillwater..... | White Bear..... | 12.50 | ..... | ..... |
| Duluth Short Line..... | Thomson Jet..... | West Superior..... | 17.75 | ..... | ..... |
| Grantsburg, Rush City & St. Cloud..... | Rush City..... | St. Croix River..... | 5.00 | ..... | ..... |
| St. Cloud, Grantsburg & Ashland..... | St. Croix River..... | Grantsburg..... | 12.00 | ..... | ..... |
| Total..... | ..... | ..... | 225.75 | \$21,792 | All. |

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Compensation | Average Daily Compensa- tion. |
|--|---------|---------------------------------------|---------------------------------|--|
| General officers..... | 11 | 3,980 | \$43,130.30 | \$10.89 |
| General office clerks..... | 60 | 21,002 | 51,588.95 | 2.39 |
| Station agents..... | 43 | 15,678 | 28,840.50 | 1.84 |
| Other station men..... | 56 | 17,281 | 29,299.39 | 1.70 |
| Enginemen..... | 53 | 16,687 | 65,476.72 | 3.80 |
| Firemen..... | 53 | 16,724 | 36,753.88 | 2.20 |
| Conductors..... | 36 | 11,897 | 36,957.24 | 3.24 |
| Other trainmen..... | 89 | 28,204 | 50,005.76 | 1.77 |
| Machinists..... | 39 | 12,811 | 29,738.28 | 2.42 |
| Carpenters..... | 86 | 11,611 | 28,559.48 | 2.46 |
| Other shopmen..... | 124 | 38,896 | 76,253.39 | 1.96 |
| Section foremen..... | 45 | 16,886 | 28,970.00 | 1.77 |
| Other trackmen..... | 247 | 77,191 | 101,196.55 | 1.31 |
| Switchmen, flagmen and watchmen..... | 56 | 16,982 | 39,626.08 | 2.33 |
| Telegraph operators and dispatchers..... | 22 | 8,090 | 15,837.87 | 1.96 |
| All other employes and laborers..... | 151 | 47,982 | 88,712.70 | 1.86 |
| Total (including gen. officers)—Minn.... | 1,121 | 360,962 | \$748,946.54 | \$2.07 |
| Less general officers..... | 11 | 3,980 | 43,130.30 | ..... |
| Total (excluding gen. officers)—Minn.... | 1,110 | 357,002 | \$705,816.24 | \$1.96 |
| Total (includg. gen. officers)—entire line | 1,146 | 368,729 | \$763,758.77 | \$2.07 |

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | | |
|--|--|-------------------------------|-------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 518,060 | | | |
| Number of passengers carried one mile..... | 18,141,983 | | | |
| Number of passengers carried one mile per mile of road.... | 78,688 | | | |
| Average distance carried, miles..... | 35.36 | | | |
| Total passenger revenue—page 35..... | | \$349,983. | 64 | |
| Average amount received from each passenger..... | | | .68 | 205 |
| Average receipts per passenger per mile..... | | | 01 | 929 |
| Total passenger earnings—page 35..... | | 482,245. | 92 | |
| Passenger earnings per mile of road..... | | 1,873. | 63 | |
| Passenger earnings per train mile..... | | | .78 | 942 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63 | 1,464,393 | | | |
| Number of tons carried one mile..... | 178,467,943 | | | |
| Number of tons carried one mile per mile of road..... | 773,593 | | | |
| Average distance haul of one ton, miles..... | 121.87 | | | |
| Total freight revenue—page 35..... | | 1,344,686. | 28 | |
| Average amount received for each ton of freight..... | | | .91 | 826 |
| Average receipts per ton per mile..... | | | 00 | 753 |
| Total freight earnings—page 35..... | | 1,344,686. | 28 | |
| Freight earnings per mile of road..... | | 5,828. | 72 | |
| Freight earnings per train mile..... | | | 2.96 | 133 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 1,694,619. | 92 | |
| Passenger and freight revenue per mile of road..... | | | 7.345 | 56 |
| Passenger and freight earnings—page 35..... | | 1,776,962. | 20 | |
| Passenger and freight earnings per mile of road..... | | | 7.702 | 35 |
| Gross earnings from operation—page 35..... | | 1,781,560. | 73 | |
| Gross earnings from operation per mile of road..... | | | 7.722 | 41 |
| Gross earnings from operation per train mile..... | | | 1.77 | 865 |
| Operating expenses—page 45..... | | 1,209,829. | 69 | |
| Operating expenses per mile of road..... | | | 5.244 | 17 |
| Operating expenses per train mile..... | | | 1.20 | 785 |
| Income from operation—page 31..... | | 571,731. | 04 | |
| Income from operation per mile of road..... | | | 2.478 | 24 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 541,889 | | | |
| Miles run by freight trains..... | 437,093 | | | |
| Miles run by mixed trains..... | 22,652 | | | |
| Total mileage trains earning revenue..... | 1,001,634 | | | |
| Miles run by switching trains..... | 203,537 | | | |
| Miles run by construction and other trains..... | 92,682 | | | |
| Grand total train mileage..... | 1,297,853 | | | |
| Mileage of loaded freight cars—north or east..... | 5,571,603 | | | |
| Mileage of loaded freight cars—south or west..... | 5,870,200 | | | |
| Mileage of empty freight cars—north or east..... | 2,202,359 | | | |
| Mileage of empty freight cars—south or west..... | 1,652,751 | | | |
| Average number of freight cars in train..... | 3,328 | | | |
| Average number of loaded cars in train..... | 2,489 | | | |
| Average number of empty cars in train..... | 839 | | | |
| Average number of tons of freight in train..... | 38,819 | | | |
| Average number of tons of freight in each loaded car..... | 1,569 | | | |

(Page 60.)

EXPLANATORY REMARKS.

Switching mileage is arrived at by allowing 6 miles per hour when the engine is out of roundhouse.

(Page 61.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars. | Column for Revenue and Rates. |
|--|---|-------------------------------------|
| | | Dols. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 518,293 | ..... |
| Number of passengers carried one mile..... | 18,298,604 | ..... |
| Number of passengers carried one mile per mile of road..... | 74,738 | ..... |
| Average distance carried, miles..... | 35.60 | ..... |
| Total passenger revenue—page 35..... | | \$658,210.41 |
| Average amount received from each passenger..... | | .66.821 |
| Average receipts per passenger per mile..... | | .01.908 |
| Total passenger earnings—page 35..... | | 486,426.00 |
| Passenger earnings per mile of road..... | | 1,785.34 |
| Passenger earnings per train mile..... | | .78.635 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 68..... | 1,464,898 | ..... |
| Number of tons carried one mile..... | 179,236,915 | ..... |
| Number of tons carried one mile per mile of road..... | 738,221 | ..... |
| Average distance haul of one ton, miles..... | 122.40 | ..... |
| Total freight revenue—page 35..... | | 1,865,042.65 |
| Average amount received for each ton of freight..... | | .98.216 |
| Average receipts per ton per mile..... | | .00.702 |
| Total freight earnings—page 35..... | | 1,365,042.65 |
| Freight earnings per mile of road..... | | 5,584.14 |
| Freight earnings per train mile..... | | 2.98.066 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 1,718,253.06 |
| Passenger and freight revenue per mile of road..... | | 7,029.06 |
| Passenger and freight earnings—page 35..... | | 1,801,439.25 |
| Passenger and freight earnings per mile of road..... | | 7,309.48 |
| Gross earnings from operation—page 35..... | | 1,806,097.78 |
| Gross earnings from operation per mile of road..... | | 7,388.41 |
| Gross earnings from operation per train mile..... | | 1.77.105 |
| Operating expenses—page 45..... | | 1,226,510.26 |
| Operating expenses per mile of road..... | | 5,017.48 |
| Operating expenses per train mile..... | | 1.20.371 |
| Income from operation—page 31..... | | 579,587.52 |
| Income from operation per mile of road..... | | 2,370.98 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 546,691 | ..... |
| Miles run by freight trains..... | 459,837 | ..... |
| Miles run by mixed trains..... | 89,260 | ..... |
| Total mileage trains earning revenue..... | 1,019,788 | ..... |
| Miles run by switching trains..... | 215,721 | ..... |
| Miles run by construction and other trains..... | 92,682 | ..... |
| Grand total train mileage..... | 1,328,191 | ..... |
| Mileage of loaded freight cars—north or east..... | 5,509,828 | ..... |
| Mileage of loaded freight cars—south or west..... | 5,910,788 | ..... |
| Mileage of empty freight cars—north or east..... | 2,219,264 | ..... |
| Mileage of empty freight cars—south or west..... | 1,658,662 | ..... |
| *Average number of freight cars in train..... | 32.53 | ..... |
| *Average number of loaded cars in train..... | 24.38 | ..... |
| *Average number of empty cars in train..... | 8.20 | ..... |
| *Average number of tons of freight in train..... | 97,896 | ..... |
| Average number of tons of freight in each loaded car..... | 15.57 | ..... |

* Based on freight and mixed train mileage.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Car- riers, Tons. | TOTAL FREIGHT TONNAGE. | |
|---|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | 131,761 | 168,432 | 300,193 | 20.50 |
| Flour | 166,700 | 3,064 | 169,764 | 11.54 |
| Other mill products | 48,104 | 409 | 48,513 | 3.32 |
| Hay | 11,578 | 1,466 | 12,844 | .88 |
| Fruit and vegetables | 75,975 | 3,272 | 79,247 | 5.42 |
| Live stock | 4,424 | 567 | 4,991 | .34 |
| Dressed meats | 3,043 | 5,592 | 8,635 | .59 |
| Other packing-house products | 777 | 1,751 | 2,528 | .17 |
| Poultry, game and fish | 545 | 121 | 666 | .05 |
| Wool | 52 | ..... | 52 | ..... |
| Hides and leather | 282 | 10 | 292 | .02 |
| Anthracite coal | 117,926 | 18 | 117,944 | 8.05 |
| Bituminous coal | 162,257 | ..... | 162,257 | 11.08 |
| Coke | 398 | 80 | 478 | .03 |
| Ores | 82 | ..... | 82 | .01 |
| Stone, sand and other like articles | 15,467 | 60 | 15,527 | 1.06 |
| Salt | 11,061 | 49 | 11,110 | .76 |
| Lumber | 196,342 | 28,622 | 224,964 | 15.36 |
| Wood | 89,169 | ..... | 89,169 | 6.09 |
| Other forest products | 57,396 | 4,413 | 61,809 | 2.86 |
| Petroleum and other oils | 2,906 | 2,518 | 5,424 | .37 |
| Iron, pig and bloom | 2,337 | 277 | 2,614 | .18 |
| Iron and steel rails | 3,640 | 280 | 3,920 | .27 |
| Other castings and machinery | 6,117 | 9,233 | 15,350 | 1.05 |
| Bar and sheet metal | 9,722 | 699 | 10,421 | .72 |
| Cement, brick and lime | 9,010 | 1,798 | 10,808 | .74 |
| Agricultural implements | 873 | 155 | 1,028 | .07 |
| Wines, liquors and beers | 1,597 | 4,406 | 6,003 | .42 |
| Household goods and furniture | 2,098 | 483 | 2,581 | .18 |
| Merchandise—miscellaneous | 77,392 | 17,990 | 95,382 | 6.52 |
| Ice | 19,797 | ..... | 19,797 | 1.35 |
| Total tonnage—entire line | 1,208,628 | 255,765 | 1,464,393 | 100.00 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added during Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | | |
|---------------------------------------|---------------------------|------------------------------|------------------------------------|------------------|--|-------------------|--|
| | | | No. | Name. | No. | Name. | |
| LOCOMOTIVES—Owned and Leased: | | | | | | | |
| Passenger..... | | 21 | 21 | Westinghouse | 0 | M. C. B. | |
| Freight..... | *1 | 28 | 25 | Westinghouse | 0 | | |
| Switching..... | *2 | 9 | 3 | Westinghouse | 3 | M. C. B. | |
| | | | 6 | Eames Vacuum | 0 | | |
| Total locomotives in service... | 3 | 58 | 55 | | 3 | | |
| Total locomotives owned..... | 3 | 58 | 55 | | 3 | | |
| CARS—Owned and Leased: | | | | | | | |
| IN PASSENGER SERVICE— | | | | | | | |
| First-class cars..... | | 17 | 17 | Westinghouse | 17 | Miller. | |
| Second-class cars..... | | 17 | 17 | Westinghouse | 17 | Miller. | |
| Combination cars..... | | 14 | 14 | Westinghouse | 14 | Miller. | |
| Parlor cars..... | | 5 | 5 | Westinghouse | 5 | Miller. | |
| Sleeping cars..... | | 7 | 7 | Westinghouse | 7 | Miller. | |
| Baggage, express and postal cars..... | | 10 | 10 | Westinghouse | 10 | Miller. | |
| Other cars in pass. service—Milk..... | | 2 | 2 | Westinghouse | 2 | Miller. | |
| Total..... | | 72 | 72 | | 72 | | |
| IN FREIGHT SERVICE— | | | | | | | |
| Box cars..... | 455 | 2,199 | 1,597 | West. & N. York. | 1,654 | M. C. B. | |
| Flat cars..... | †16 | 390 | 51 | Westinghouse | 69 | M. C. B. | |
| Stock cars..... | †4 | 10 | 10 | Westinghouse | 10 | M. C. B. | |
| Coal cars..... | | 28 | 0 | | 0 | | |
| Furniture cars..... | | 14 | 0 | | 0 | | |
| Refrigerator cars..... | 9 | 17 | 14 | West. & N. York. | 13 | M. C. B. | |
| Total..... | 444 | 2,598 | 1,672 | | 1,746 | See page 64. | |
| IN COMPANY'S SERVICE— | | | | | | | |
| Officers' and pay cars..... | | 2 | 2 | Westinghouse | 2 | Miller & M. C. B. | |
| Boarding cars..... | 4 | 19 | 4 | New York..... | 4 | M. C. B. | |
| Wrecking and pile driver cars..... | | 8 | 8 | Westinghouse | | | |
| Caboose cars..... | 3 | 22 | 0 | | 4 | M. C. B. | |
| Other road cars..... | | 20 | 1 | Westinghouse | | | |
| Shop train cars..... | | 3 | | | | | |
| Total..... | 7 | 69 | 10 | | 10 | See page 64. | |
| Total cars in service..... | 451 | 2,734 | 1,754 | | 1,828 | | |
| Less cars leased..... | 500 | 500 | 500 | Westinghouse | 500 | M. C. B. | |
| Total cars owned..... | 49 | 2,234 | 1,254 | | 1,828 | | |

*Sold. †Destroyed.

(Page 64.)

EXPLANATORY REMARKS.

Names of M. C. B. automatic couplers used on cars in "Freight Service" and in "Company Service": 100 Standard, 319 Tower, 898 Hein, 798 Chicago, 141 Brown. Total, 1,756.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---------------------------------------|------------------------------------|---------------------|--|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | | Iron. | Steel. |
| Miles of single track | 146.50 | 11.50 | | 17.00 | 50.75 | 12.30 | 6.40 | 244.45 | | 15.08 | 222.97 |
| Miles of second track | 16.50 | | | | | | | 16.50 | | | 16.50 |
| Miles of yard track and sidings | 111.58 | 3.93 | | 2.11 | 20.60 | | | 138.22 | 3.78 | 54.90 | 83.23 |
| Total mileage operated (all tracks). | 274.58 | 15.43 | | 19.11 | 71.35 | 12.30 | 6.40 | 389.17 | 3.78 | 70.07 | 322.70 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | | | | | | | | | |
|---------------------------------------|--------|-------|--|-------|-------|-------|------|--------|--|-------|--------|
| Minnesota | 146.50 | 11.50 | | 5.00 | 49.00 | 12.30 | 6.40 | 230.70 | | 8.20 | 218.10 |
| Wisconsin | | | | 12.00 | 1.75 | | | 13.75 | | 6.88 | 6.87 |
| Total mileage operated (single track) | 146.50 | 11.50 | | 17.00 | 50.75 | 12.30 | 6.40 | 244.45 | | 15.08 | 222.97 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | | Proprietary Companies Merged with St. P. & D., June 30, 1899. | Total Mileage Owned. | RAILS. | |
|------------------------------------|------------------------------------|---------------------|--|---|----------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | Iron. | Steel. |
| Minnesota | 146.50 | 11.50 | | 54.00 | 212.00 | 8.20 | 203.80 |
| Wisconsin | | | | 13.75 | 13.75 | 6.88 | 6.87 |
| Total mileage owned (single track) | 146.50 | 11.50 | | 67.75 | 225.75 | 15.08 | 210.67 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Compaies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 146.50 | 11.50 | 5.00 | 49.00 | 12.80 | 6.40 | 280.70 | ..... | 8.20 | 216.10 |
| Miles of second track..... | 16.50 | ..... | ..... | ..... | ..... | ..... | 16.50 | ..... | ..... | 16.50 |
| Miles of yard track and sidings..... | 111.68 | 3.96 | 2.11 | 20.60 | ..... | ..... | 188.22 | 8.78 | 54.99 | 88.28 |
| Total mileage operated (all tracks)..... | 274.68 | 15.46 | 7.11 | 69.60 | 12.80 | 6.40 | 885.42 | 8.78 | 68.19 | 815.88 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|--------|-------|------|-------|-------|------|--------|-------|------|--------|
| STATE OF MINNESOTA— | | | | | | | | | | |
| Minnesota..... | 146.50 | 11.50 | 5.00 | 49.00 | 12.80 | 6.40 | 280.70 | ..... | 8.20 | 216.10 |
| Total mileage operated (single track)..... | 146.50 | 11.50 | 5.00 | 49.00 | 12.80 | 6.40 | 280.70 | ..... | 8.20 | 216.10 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Proprietary Companies Merged with St. P. & D., June 30, 1899. | Total Mileage Owned. | RAILS. | |
|---|------------------------------------|---------------------|---|----------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| | | | | | | |
| Minnesota..... | 146.50 | 11.50 | 54.00 | 212.00 | 8.20 | 203.80 |
| Total mileage owned (single track)..... | 146.50 | 11.50 | 54.00 | 212.00 | 8.20 | 203.80 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|-----------------------------|-------|------------------|--|----------------------------|---------|----------------------------------|
| KIND. | Tons. | Weight per yard. | Av. Price per Ton at Distributing Point. | KIND. | Number. | Av. Price at Distributing Point. |
| Steel | 792 | 70 lbs. | \$20.00 | Tamarac and white oak | 110,396 | .25 |
| Total.... | 792 | ..... | ..... | Total..... | 110,396 | ..... |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, tons, Bituminous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|-------------------------|--------------------|----------------------------|------------|-----------------------------------|
| Passenger | 13,996 | 564 | 14,278 | 579,096 | 49.32 |
| Freight..... | 30,578 | 644 | 30,900 | 703,517 | 87.84 |
| Switching..... | 8,492 | 276 | 8,630 | 342,268 | 50.43 |
| Construction..... | 2,200 | 56 | 2,228 | 51,929 | 81.81 |
| Total..... | 55,266 | 1,540 | 56,036 | 1,676,750 | 66.84 |
| Average cost at distributing point.. | \$2.32 | \$1.60 | ..... | ..... | ..... |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|--------------------------------------|------------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Coupling and uncoupling..... | | 24 | | 5 | | 2 | | 31 |
| Falling from trains and engines..... | | 13 | | | | 2 | | 15 |
| Collisions..... | | 8 | | 2 | | | | 5 |
| Deraillments..... | | 8 | | 1 | | 1 | | 5 |
| Other train accidents..... | | 3 | | 2 | | 1 | | 6 |
| At stations..... | | 1 | | | | 8 | | 9 |
| Other causes..... | | 24 | | 1 | | 48 | | 68 |
| Total..... | | 71 | | 11 | | 57 | | 139 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | |
|----------------------------|-------------|---------|--------------|---------|---------------------|---------|
| | | | Trespassing. | | Not Trespassing. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Collisions..... | | 9 | | | | |
| Other train accidents..... | | 2 | | | | |
| At highway crossings..... | | | | | 4 | 4 |
| At stations..... | | 1 | | | 2 | 2 |
| Other causes..... | | 17 | 4 | 11 | 2 | 13 |
| Total..... | | 29 | 4 | 11 | 8 | 19 |

(Page 70.)

EXPLANATORY REMARKS.

Other Train Accidents—Trainmen Injured—October, slack of train running up, caused head to strike cupola of caboose. November, explosion of heating apparatus on train. January, dragged along track beneath engine. Total, 8.

Switch, Flag and Watch Men—Injured—January, footboard of engine smashed by broken rail; man riding on footboard. September, stake on car broke, letting wood fall on injured person. Total, 2.

Other Employees—Injured—April, slack of train running out caused iron hook to penetrate wrist. Total, 1. Grand total, 6.

Other Causes—Trainmen Injured—July, missed footing on top of tender. August, sprained ankle trying to board moving train. September, jumping from moving train. November, piece of coal fell on him while coaling engine. December, turned foot on roof of car, spraining foot; trunk fell upon him while handling baggage in baggage car. January, jumping from train to throw switch; stepping from top to deck of engine tender; reverse lever crushed arm against inside of engine cab. February, hand hurt endeavoring to take up slack between engine and tender; ankle sprained by stepping on stone after alighting from train; ejecting passengers from train. March, struck thumb against brake beam under engine. April, while riding on top of train was struck by wire hanging too low below bridge. March, putting coal into fire box of engine, foot slipped causing sprain of back. May, hernia caused by jumping from deck of coal shed; coal gate of engine tender fell upon fingers, crushing them; stepped upon nail protruding from piece of board in car; while riding on passing car was struck by elevator spout; sprain of ankle stepping from high to low car in train. June, jumping from train to throw switch. November, sprain of left ankle in station yard. June, box of freight fell upon foot; face cut by pieces of glass while coaling engine. Total, 24.

Switch, Flag and Watch Men—Injured—August, nail penetrated foot while taking board from car. Total, 1.

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EXPLANATORY REMARKS—Continued.

Other Employees—Injured—August, boarding moving train. March, attempting to board moving train. May, struck on head while loading tie train. July, while cutting rail, head of sledge hammer flew off, striking injured person's hand; repairing semaphore wires, wire passed quickly through hand, amputating finger; hurt back lifting mowing machine; scaffold fell upon which man was working; scaffold fell upon which man was working; struck track torpedo, exploding torpedo with hammer. August, struck by lightning while working at repair shops; hand burned with benzine with which injured man had been cleaning machinery; jumping from fence in depot yards; burned with hot tar while working on roof of engine house; pulling spikes from track, hand crushed between claw bar and rail; something flew into eye while working at repairs of engine at shops; working in well, piece of rock struck him on head; strained while handling steel rails; hurt while superintending handling of rails. September, unloading box from car to side of track; struck by raising bar while working on track; wrenched knee stepping on piece of coal; hand pinched between bar and wall of turntable pit. October, getting push car off tracks, strained himself lifting. December, working on repairs of car at shop, drill caught his hand. January, claw bar fell upon foot when drawing spikes from track; sliver from tie flew into eye while adzing tie. February, fell while manipulating turntable; handling freight in freight house, piece of freight fell upon his hand; driving spike in car at shop, spike flew out striking him on face. April, hernia supposed to have been caused by lifting heavy sample trunk; rail fell upon foot. May, hand hurt while working at drill press; tie fell upon hand while handling ties; struck by truck jack while raising track; hurt while lifting telegraph poles; accidentally struck with pick axe in hands of fellow workman; hand injured by circular saw at shops; slipped on tie and hurt hip; back hurt while lifting ties. June, scaffold upon which he was working fell; fell into hole beside track; crushed finger while working on car at shops; fell down stairs at signal tower. Total, 43. Grand total, other causes, 68.

Other Train Accidents—Passengers Injured—July, about to alight from train, train stopped suddenly and passenger was thrown down; about to light from train, train stopped suddenly and passenger was injured. Total, 2.

Other Causes—Passengers Injured—July, alighting from train, stepped between coach steps and station platform. August, trying to board a moving train. September, alighting from train, stepped between train and platform. November, jumped from moving train; fell while alighting from train; fell while alighting from train; fell while attempting to board moving train. December, alighting from train, did not step out far enough. January, fell while alighting from moving train. February, alighting from moving train; endeavoring to board moving train. March, supposed to have been injured when alighting from train. May, fell while attempting to board moving train; fell while attempting to board moving train. June, fell from moving train. July, door closed on finger. May, fell while walking through station yards. Total, 17.

Others Trespassing—Killed—October, supposed to have been run over by switch engine. November, struck by train in yard. December, run over by switching train in yard. April, lying on track, run over by train. Total, 4.

Others Trespassing—Injured—August, fell while alighting from moving train. November, fell while attempting to get on train. December, hanging on side of car, fell and was run over. February, struck by switching train in yard; coupling cars which he had no business to meddle with. May, run over by train; fell from car in freight yards; in course of ejection from train. June, jumped from railroad into shallow creek. May, struck by moving switch engine in yard; foot bruised between draw bars while stealing ride. Total, 11.

Others Not Trespassing—Injured—December, pulling box off train, slipped and box fell upon his hand; walking on overhead bridge, train knocked bridge down, injuring man. Total, 2. Grand total, injured, 80. Grand total, killed, 4.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|--------------------------------|---------------------------------|--------|--------------------|--|---------------------------------|------------------------------|-----|-----------------------|--|-----|------------------------|---|
| From | To | Miles. | Num-ber of Curves. | Aggreg't Length of Curved Line. Miles. | Length of Straight Line. Miles. | Length of Level Line. Miles. | No. | Sum of Ascents. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descents. Feet. | Aggregate Length of Descending Grades. Miles. |
| St. Paul..... | Duluth..... | 155.00 | 97 | 18.70 | 127.80 | 46.41 | 81 | 1,141.02 | 55.30 | 74 | 790.07 | 44.79 |
| | Less Thomson to Fond du Lac.... | 8.50 | | | | | | | | | | |
| Carlton | Cloquet | 6.50 | 3 | 2.73 | 3.77 | 3.18 | 3 | 99.50 | 3.13 | 1 | 3.00 | 19 |
| Miller | Quarries | 5.00 | 13 | 1.76 | 3.24 | .26 | 6 | 56.30 | 1.63 | 7 | 146.00 | 3.11 |
| Rush City..... | St. Croix river..... | 5.00 | 8 | 1.12 | 3.88 | 1.74 | 7 | 51.27 | 1.82 | 6 | 49.12 | 1.44 |
| Wyoming..... | Taylor's Falls..... | 20.50 | 39 | 5.87 | 14.63 | 3.80 | 23 | 214.11 | 7.00 | 26 | 393.50 | 9.61 |
| Stillwater..... | White Bear..... | 12.50 | 37 | 5.13 | 7.37 | 2.53 | 5 | 98.87 | 3.87 | 9 | 314.07 | 6.40 |
| Thomson Jct..... | Center of St. Louis river..... | 16.00 | 18 | 5.41 | 10.59 | 2.33 | 2 | 78.05 | 2.88 | 3 | 508.30 | 10.79 |
| M. & D. Jct..... | Sec. 13, Minneapolis..... | 12.30 | | | | | | | | | | |
| Sec. 13, Minneapolis..... | Minneapolis..... | 6.40 | | | | .80 | 1 | 10.80 | .95 | | | |
| Center of St. Louis river..... | West Superior..... | 1.75 | | | | 2.89 | 13 | 159.73 | 5.02 | 15 | 183.38 | 4.09 |
| St. Croix river..... | Grantsburg..... | 12.00 | 18 | 3.30 | 8.70 | | | | | | | |
| Total..... | | 244.45 | | | | | | | | | | |

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length. | Minimum Length. | Maximum Length. | ITEM. | Number. | Height of Lowest Above Surface of Rail. |
|----------------------|------------|-------------------|-----------------|-----------------|------------------------------------|-----------|---|
| | | Feet. | Feet. | Feet. | | | Ft. In. |
| BRIDGES— | | | | | Overhead Highway Crossings— | | |
| Iron | 7 | 1,087.6 | 40 | 266 | Bridges..... | 13 | 19 |
| Wooden | 5 | 548 | 40 | 132 | | | |
| Combination..... | 4 | 524 | 90 | 152 | Total..... | 13 | |
| Total..... | 16 | 2,159.6 | | | Overhead Railway Crossings— | | |
| Trestles..... | 104 | 16,782 | 8 | 3,500 | Bridges..... | 5 | 20 |
| Tunnels..... | 2 | 200 | 100 | 100 | Tunnels..... | 2 | 26 6 |

Gauge of track, 4 feet 8½ inches. 212 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

| Miles of Line. | Miles of Wire. | Operated by this Company. | | Operated by Another Company. | | |
|----------------|----------------|---------------------------|----------------|------------------------------|----------------|---|
| | | Miles of Line. | Miles of Wire. | Miles of Line. | Miles of Wire. | Name of Operating Company |
| ..... | 209.75 | ..... | 209.75 | ..... | ..... | *Owned and operated jointly by St. P. & D. R. R. Co. and Western Union Tel. Co. |
| *220.95 | *445.05 | *220.95 | *445.05 | *220.95 | *445.05 | |

B. Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|------------------------------|
| 171.20 | 989.40 | North American Telegraph Co..... | North American Telegraph Co. |
| | 790.05 | Western Union Telegraph Co..... | Western Union Telegraph Co. |

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CAR MILEAGE.

Statement of Car Mileage paid or allowed for Rolling Stock not the Property of
Railroads for the year ending June 30, 1899.

| | | | |
|-------------------------------------|----------|-------------------------------------|------------|
| American Refrigerator Transit Co. | \$28.81 | Santa Fe Refrigerator Line | \$29.08 |
| Arms Palace Horse Car Co. | 3.78 | National Despatch Line | 21.17 |
| Armour Car Lines | 1,848.13 | National Linseed Oil Co. Tank Line | 15.01 |
| American Cereal Co. Despatch | 2.11 | National Rolling Stock Co. | 5.09 |
| American Brewing Co. | 1.92 | Southern Despatch Refrigerator Line | .78 |
| Blue Line Transit Co. | 4.11 | New York Despatch Refrig. Line | ..... |
| California Fruit Transportation Co. | 131.83 | New England Car Co. | 4.05 |
| Canda Cattle Car Co. | 85.83 | Swift Refrigerator Line | 736.35 |
| Continental Fruit Express | 55.81 | Swift Live Stock Express | 1.80 |
| Consolidated Cattle Car Co. | 1.80 | North & South Rolling Stock Co. | 3.96 |
| Cudahy Refrigerator Line | 320.14 | Red Line Transit Co. | 3.15 |
| Cleveland Provision Co. | 1.81 | Omaha Packing Co. | 116.30 |
| Crystal Tank Line | 2.29 | St. Paul Refrigerator Car Line | 36.38 |
| Cedar Rapids Refrigerator Express | 1.37 | Provision Dealers' Despatch | .42 |
| Crupples Wooden Ware Co. | 5.42 | Peavy Grain Line | 2.26 |
| Dairy Dealers' Despatch | 15.41 | Western Refrigerator Line | 48.36 |
| Jacob Dold Packing Co. | 3.02 | Union Tank Line | 260.94 |
| Empire Line | 13.25 | St. Louis Refrigerator Car Lines | 53.70 |
| Eastman Car Co. | .45 | Southern Despatch Lumber Line | 2.92 |
| Hammond Refrigerator Line | 626.61 | Southern Iron Car Lines | 3.80 |
| Interior and Seaboard Refrig. Line | 1.38 | St. Charles Refrigerator Despatch | 81.25 |
| Kingan Refrigerator Line | .60 | Shippers' Refrigerator Car Co. | .45 |
| Keystone Palace Horse Car Co. | 4.50 | Venice Transportation Co. | 1.84 |
| Laurel Hill Car & Coal Co. | .62 | Street's Western Stable Car Line | 53.55 |
| Merchants Despatch Transp. Co. | 583.05 | White Line | .26 |
| Morris Refrigerator Line | 4.20 | | |
| Menasha Wooden Ware Co. | 2.65 | | |
| Mather Horse & Stock Car Co. | 7.63 | | |
| | | Total | \$5,241.34 |

St. Paul, Minneapolis & Manitoba Ry.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? St. Paul, Minneapolis & Manitoba Ry. Co.
2. Date of organization? May 23, 1879.
3. Under laws of what Government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. See note, page 2.
5. Date and authority for each consolidation? See note, page 2.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. See note, page 2.
7. What carrier operates the road of this company? Great Northern Ry. Co.

(Page 2.)

EXPLANATORY REMARKS.

The Minnesota & Pacific Ry. Co. was organized under special act of the Legislative Assembly of the Territory of Minnesota, approved May 22, 1857. By subsequent acts of the Legislature of the State of Minnesota the St. Paul & Pacific Ry. Co. succeeded to all the rights, privileges and franchises of the Minnesota & Pacific Ry. Co.

Subsequently the first division of the St. Paul & Pacific R. R. Co. was organized under provisions of an act of the Legislature of the State of Minnesota authorizing certain stockholders of the St. Paul & Pacific R. R. Co. to organize and operate a portion of its line covered by mortgages executed by it, pursuant to the provisions of, and as confirmed by an act of the Legislature of the State, approved Feb. 6, 1866.

Mortgages executed by the St. Paul & Pacific Co. and the First Division Company were foreclosed and the property purchased at foreclosure sales by a syndicate which organized the St. Paul, Minneapolis & Manitoba Railway Company, under provisions of Chapter 30, Laws of 1876, State of Minnesota, being Section 87 of Chapter 34 of the General Statutes of the State of Minnesota. Upon its organization it became the owner of all the property, rights, privileges and franchises of the railroad companies named above, and succeeded to and became the owner of all the charters, rights, privileges and franchises under the said act of May 22, 1857, and all acts amendatory thereof and supplemental thereto. That act with its amendments constitutes the charter of this company.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Post-Office Address. | Date of Expiration of Term. |
|--------------------------------------|------------------------|-----------------------------|
| Jas. J. Hill..... | St. Paul, Minn..... | When successor is elected. |
| Lord Strathcona and Mount Royal..... | Glencoe, Scotland..... | |
| John S. Kennedy..... | New York..... | |
| William P. Clough..... | St. Paul, Minn..... | |
| Samuel Hill..... | Minneapolis, Minn..... | |
| Edward Sawyer..... | St. Paul, Minn..... | |
| Edward T. Nichols..... | New York..... | |

Total number of stockholders at date of last election? 1,113.

Date of last meeting of stockholders for election of directors? Oct. 19, 1898.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office?

Give name and address of officer to whom correspondence regarding this report should be addressed. R. I. Farrington, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------------|----------------------------------|---------------------|
| President..... | Samuel Hill..... | Minneapolis, Minn. |
| First vice president..... | Lord Strathcona and Mount Royal, | Glencoe, Scotland. |
| Second vice president..... | W. P. Clough..... | St. Paul, Minn. |
| Secretary and asst. treas.. | Edward Sawyer..... | St. Paul, Minn. |
| Treasurer and asst. sec.... | Edward T. Nichols.... | New York City |
| General solicitor..... | M. D. Grover..... | St. Paul, Minn. |
| Comptroller..... | R. I. Farrington..... | St. Paul, Minn. |
| Chief engineer..... | Jno. F. Stevens..... | St. Paul, Minn. |
| Land commissioner..... | Samuel Hill..... | Minneapolis, Minn. |
| Asst. land commissioner.... | Chas H. Babcock.... | St. Paul, Minn. |

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads Not Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from Other Assignment for Operation, is Included in the Income Account—Page 33.

| NAME. | Terminals. | By what Company Operated. | Under what Kind of Contr't Operated. | Miles of Line. |
|--|---|----------------------------|--------------------------------------|----------------|
| St. Paul, Minneapolis & Manitoba Ry..... | From St. Paul and Minneapolis to St. Vincent, Minn.; Neche, N. D.; Gt. Falls, Mont.; Everett, Wash., and branch lines in the states of Minnesota, No. Dakota and So. Dak..... | Great Northern Ry. Co..... | Lease..... | 3,816.12 |

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.**For Subsidiary Roads Making Either Operating Reports or Financial Reports.**

Give below a definite statement, as required by the instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

The lines of this company were leased to the Great Northern Ry. Co., on Feb. 1, 1890, for a period of 999 years. Lease recorded in office of Secretary of State, state of Minnesota, on the 9th day of May, 1890.

The Great Northern Ry. Co. pays as rental, all interest as same becomes due during the term of the lease on this company's bonds, or for which this company may be liable as guarantor. Quarterly a sum equal to $1\frac{1}{2}$ per cent on the capital stock of this company, free from all taxes. All taxes and assessments upon the property, gross earnings or income of this company, as same shall become due and payable during the term of this lease. The sum of \$1,500 per month, or such portion thereof as shall be required for paying the expenses of maintaining this company's organization and the transaction of its necessary business.

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|--------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|--------------|
| | | | | | Rate. | Amount. |
| Capital stock..... | 200,000 | \$100 | \$20,000,000 | \$20,000,000 | 6 | *\$1,200,000 |
| Total..... | 200,000 | \$100 | \$20,000,000 | \$20,000,000 | ..... | \$1,200,000 |

*See note, page 16.

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding | Total Cash Realized. |
|------------------------------|--------------------------------------|---|--|----------------------|
| Issued for cash..... | | | 50,000 | \$5,000,000 |
| Issued for organization..... | | | 150,000 | 15,000,000 |
| Total..... | | | 200,000 | \$20,000,000 |

Remarks—See statement, page 2.

(Page 16.)

EXPLANATORY REMARKS.

NOTE.—A dividend of $1\frac{1}{2}$ per cent has been paid quarterly out of the rentals received from the Great Northern Ry. Co.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | |
|--|----------------|-----------|-----------------------------|-----------------|---------------------|---------------------------------|--------------|---------------|---------------------------|
| | Date of Issue. | When Due. | | | | | Rate Per Ct. | When Payable. | Amount Accrued during Yr. |
| First mortgage bonds..... | 1879 | 1909 | \$8,000,000 | \$8,000,000 | \$1,000,000 | See note, p. 2 | | April 1.. | |
| Second mortgage..... | 1879 | 1909 | 8,000,000 | 8,000,000 | 8,000,000.00 | See note, p. 2 | 6 | Oct 1.. | \$480,000.00 |
| Dakota Extension, mtge. bonds.. | 1880 | 1910 | 6,000,000 | 5,476,000 | 5,676,000.00 | \$5,483,642.55 | 6 | May 1.. | 840,580.00 |
| Consolidated mortgage bonds.... | 1883 | 1933 | 50,000,000 | 13,344,000 | *13,944,000.00 | 13,344,000.00 | 6 | Jan 1.. | 800,640.00 |
| Montana Extension mtge. bonds | 1887 | 1937 | 25,000,000 | 22,880,000 | †21,784,000.00 | 19,509,006.13 | 4 1/2 | July 1.. | 1085,747.50 |
| Less bonds in hands of trustees of Pacific Extension mortgage in accordance with terms of that mortgage..... | | | | 11,592,000 | 7,907,000.00 | 6,387,877.50 | 4 | June 1.. | 316,280.00 |
| | | | | 7,907,000 | | | | Dec. 1.. | |
| Pacific Extension mtge. bonds.... | 1900 | 1940 | \$3,000,000 | \$3,000,000 | 28,848,484.85 | 28,848,484.85 | 4 | Jan. 1.. | 581,818.18 |
| | | | | \$28,848,484.85 | | | | July 1.. | |
| Grand total..... | | | | | \$85,500,484.85 | | | | \$3,506,045.68 |

* See note 1, page 18. † See statement, page 53.

(Page 18.)

EXPLANATORY REMARKS.

Note 1.—Included in this amount are \$10,000,000 sold to stockholders under a resolution of the board of directors, passed April 12, 1888, paid for as follows: \$1,000,000 in cash and railroads, equipment and other property costing over \$9,000,000.

Note 2.—The Pacific Extension bonds were issued and turned over to the Great Northern Ry. Co., as payment on account of construction of line to the Pacific Coast. The amount authorized, \$3,000,000 (\$2,950,000 of which have been executed), are in the treasury of the Great Northern Ry. Co.

Note 3.—The amount of interest shown for Pacific Extension bonds, viz.: \$81,818.18, is 4% on \$2,000,000 at \$4.94,484 exchange, the balance of the bonds being in treasury of the Great Northern Ry. Co.

Note 4.—The interest on this Company's bonds is paid by the Great Northern Ry. Co., under contract for lease of this Company's railways dated Feb. 1, 1890.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | | | | |
| Miscellaneous obligations—page 19..... | | | | |
| Income bonds—page 19..... | | \$85,500,484.85 | \$3,505,045.08 | See note 4, page 18 |
| Equipment trust obligations—page 21..... | | | | |
| Total..... | | \$85,500,484.85 | \$3,505,045.08 | |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|-------------|---|-------------|
| Cash..... | \$32,276.56 | Audited vouchers and accounts..... | \$16,197.53 |
| Due from solvent companies and individuals..... | 4,124.26 | Wages and salaries..... | 1,297.50 |
| Other cash assets (excluding "materials and supplies") *..... | 29,859.66 | Total current liabilities..... | \$17,495.03 |
| Total cash and current assets..... | \$66,260.48 | Balance cash assets..... | 68,795.45 |
| Total..... | \$66,260.48 | Total..... | \$86,260.48 |

* Materials and supplies on hand, none. (See General Balance Sheet—Page 49.)

(Page 25.)

RECAPITULATION.

For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|---|------------------------------|------------------|-------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17 | \$20,000,000.00 | \$20,000,000.00 | ..... | 3,816.12 | \$5,241.00 |
| Bonds—page 19 (grand total) | 85,560,484.85 | 85,560,484.85 | ..... | 3,866.33 | 22,421.00 |
| Equipment trust obligations—page 21 ..... | ..... | ..... | ..... | ..... | ..... |
| Total | \$105,560,484.85 | \$105,560,484.85 | ..... | ..... | \$27,662.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost per Mile. |
|--|--|------------------------------------|------------------------------------|----------------|
| Cost of road..... | *\$4,000.46 | Cannot give details | | |
| Total construction | *\$4,000.46 | \$105,543,340.23 | \$105,539,339.77 | \$27,297.03 |
| Total equipment..... | | \$9,168,665.47 | \$9,168,665.47 | \$2,371.41 |
| Total construction—page 27.. | *\$4,000.46 | \$105,543,340.23 | \$105,539,339.77 | \$27,297.03 |
| Grand total cost construction, equipment, etc..... | *\$4,000.46 | \$114,712,005.70 | \$114,708,005.24 | \$29,668.44 |

* Deduct.

(Page 26.)

EXPLANATORY REMARKS.

The credit to "cost of road," on the opposite page, is the amount collected from the United States Circuit Court, being the unexpended balance of funds turned into said court by J. P. Farley as receiver of the Saint Paul & Pacific R. R., and to which this company was entitled as the purchaser at foreclosure sale of said St. Paul & Pacific R. R. and its assets.

(Page 33.)

INCOME ACCOUNT.

(For Roads Not Making Operating Reports.)

| | | |
|---|----------------|----------------|
| Income from lease of road..... | | \$4,711,732.15 |
| Total income..... | | 4,711,732.15 |
| DEDUCTIONS FROM INCOME— | | |
| Salaries and maintenance of organization..... | \$6,686.47 | |
| Interest on funded debt accrued—page 23..... | 3,505,045.68 | |
| Total deductions from income..... | | 3,511,732.15 |
| Net income..... | | \$1,200,000.00 |
| Dividends, 6 per cent—page 17..... | \$1,200,000.00 | |
| Total..... | | 1,200,000.00 |
| Surplus on June 30, 1898, from "general balance sheet," 1898 report | | 1,935,696.61 |
| Surplus on June 30, 1899, for entry on "general balance sheet"—page 51..... | | 1,935,696.61 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 4b.)

| JUNE 30, 1898. | | ASSETS. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|------------------|------------------|--|------------------|------------------|----------------------------|------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$105,543,340.23 | | Cost of road—page 27. | \$105,539,939.77 | | | \$4,000.46 |
| 9,168,665.47 | | Cost of equipment—page 28. | 9,168,665.47 | | | |
| 427,888.89 | | Premium on bonds exchanged and redeemed. | 489,257.64 | | \$61,368.75 | |
| 73,406.62 | | Cash and current assets—page 28. | 86,260.48 | | 12,850.86 | |
| | \$115,213,904.21 | Grand total. | | \$115,238,523.86 | \$70,219.15 | \$4,000.46 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|-----------------|------------------|--|------------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| \$20,000,000.00 | | Capital stock—page 17..... | \$20,000,000.00 | | |
| 86,028,484.86 | | Funded debt—page 23..... | 85,580,484.86 | | \$466,000.00 |
| 10,020.91 | | Current liabilities—page 23..... | 17,465.08 | \$7,444.12 | |
| | | SINKING FUNDS— | | | |
| 6,821,650.00 | | First mortgage bonds..... | 6,821,650.00 | | |
| 677,027.60 | | Consolidated mortgage bonds..... | 1,205,802.63 | 528,775.03 | |
| 242,424.24 | | Pacific extension bonds, unexecuted..... | 242,424.24 | | |
| 1,985,666.61 | | Profit and loss—page 51 (or 33)..... | 1,985,666.61 | | |
| | \$115,213,904.21 | Grand total..... | \$115,238,523.86 | \$70,219.15 | |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Extension of "Y" at St. Cloud, Osseo Line, .12. Extension of line St. Cloud to Willmar, .65. New "Y" tracks at Carman, .98. Extension account of change of line at Burwell, Minn., .68. Total, 2.43.
2. Second track removed at fair grounds spur, .64.
8. Consolidated mortgage bonds redeemed during the year for cash, \$466,000; through the operation of the sinking fund.

| CLASS OF SECURITY. | From | To | Miles. |
|-------------------------|--|--------------------------------|---------|
| Second mortgage bonds.. | St. Paul, Minn. | Intern'tl bound., St. Vincent | 368.015 |
| | St. Cloud, Minn. | Sauk Rapids, Minn. | 2.441 |
| | Minneapolis Jct. | Breckenridge, Minn. | 206.743 |
| | Crookston, Minn. | Red River, Minn. | 23.542 |
| Dakota Extension mort'g | Morris, Minn. | Browns Valley, Minn. | 46.680 |
| | Barnesville, Minn. | Neche, N. D. | 182.080 |
| | Red River, Minn. | End of line west. | 64.589 |
| | Breckenridge, Minn. | Portland, N. D. | 100.041 |
| | Ripon, N. D. | Hope, N. D. | 29.610 |
| | Everest, Minn. | Mayville, N. D. | 45.530 |
| Consolidated moragage.. | Same lines as second mortgage | | 624.741 |
| | Same lines as Dakota Extension mortgage. | | 468.500 |
| | St. Cloud, Minn. | Willmar, Minn. | 55.700 |
| | Elk River, Minn. | Milaca, Minn. | 31.900 |
| | Tintah, Minn. | Evansville, Minn. | 32.031 |
| | Minneapolis, Minn. | St. Cloud, Minn. | 68.080 |
| | St. Cloud, Minn. | Hinckley, Minn. | 66.510 |
| | Sauk Centre, Minn. | Eagle Bend, Minn. | 36.437 |
| | Fergus Falls, Minn. | Pelican Rapids, Minn. | 21.648 |
| | Lake Jct., Minn. | Spring Park, Minn. | 6.000 |
| | Shirley, Minn. | St. Hilaire, Minn. | 21.900 |
| | Moorhead, Minn. | Halstad, Minn. | 34.000 |
| | Hutchinson Jct. | Hutchinson, Minn. | 53.007 |
| | Benson, Minn. | Watertown, S. D. | 91.624 |
| | Tintah, Minn. | Ellendale, N. D. | 104.321 |
| | Rutland, N. D. | Aberdeen, S. D. | 64.000 |
| | Moorhead, Minn. | Wahpeton, N. D. | 43.000 |
| | End of track, North Dak. | Montana boundary. | 282.872 |
| | Portland, N. D. | Langdon, N. D. | 106.189 |
| | Mayville, N. D. | Portland Jct., N. D. | 5.088 |
| | Rugby Jct., N. D. | Bottineau, N. D. | 38.059 |
| | St. Cloud, Minn. | End of track. | 2.530 |
| | Carman, Minn. | Foston, Minn. | 46.080 |
| | Church's Ferry, N. D. | St. John, N. D. | 55.210 |
| | Grafton, N. D. | Cavalier, N. D. | 31.719 |
| | Eagle Bend, Minn. | Park Rapids, Minn. | 54.534 |
| | Halstad, Minn. | Alton, N. D. | 10.361 |
| | St. Hilaire, Minn. | Thief River Falls, Minn. | 7.566 |
| | St. Hilaire, Minn. | Red Lake Falls, Minn. | 10.131 |
| | Addison, N. D. | Rita, N. D. | 11.780 |
| | Halstad, Minn. | Carman, Minn. | 32.500 |
| | Hope, N. D. | Aneta, N. D. | 28.070 |
| | Langdon, N. D. | Hannah, N. D. | 20.156 |
| | Cavalier, N. D. | Walhalla, N. D. | 16.138 |
| Montana Extension | Dakota boundary. | Great Falls, Mont. | 419.062 |
| Pacific Extension | Pacific Jct., Mont. | Montana-Idaho state line. | 363.400 |
| | Pacific Jct., Mont. | Everett, Wash. | 818.880 |

NOTE 1.—By the terms of the mortgage, the Dakota Extension mortgage, in addition to the lines above enumerated thereunder, also covers all other lines owned by this company in North and South Dakota.

NOTE 2.—In addition to the above, second and consolidated mortgages cover second track, 31.456 miles; third and fourth tracks, 18.580 miles; fifth track, 2.319 miles; sixth track, .724 mile. The above tracks are located between St. Paul and Fridley and Lake Junction, Minn.

NOTE 3.—Montana Extension bonds were issued upon lines Pacific Junction to Montana-Idaho state line, and placed in hands of trustees of Pacific Extension mortgage, to secure to holders of that mortgage the first lien to the above line in Montana, as the Montana Extension mortgage covers all lines constructed in Montana.

DESCRIPTION OF EQUIPMENT.

Leased to the Great Northern Ry. and reported by that company.

(Page 67.)

MILEAGE.

Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|---------------------------------------|------------------------|----------------------------|--|--------|----------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota— | | | | | | |
| Main line..... | 1,383.36 ✓ | ..... | 1,383.36 | 2.43 | 70.84 | 1,292.52 |
| Second, third, fourth, fifth and sixth tracks..... | 50.21 ✓ | ..... | 50.21 | *.64 | ..... | 50.21 |
| North Dakota..... | 1,115.94 ✓ | ..... | 1,115.94 | *.21 | 58.62 | 1,057.32 |
| South Dakota..... | 99.25 ✓ | ..... | 99.25 | ..... | ..... | 99.25 |
| Montana..... | 802.07 ✓ | ..... | 802.07 | ..... | ..... | 802.07 |
| Idaho..... | 82.70 | ..... | 82.70 | ..... | ..... | 82.70 |
| Washington..... | 352.80 | ..... | 352.80 | ..... | ..... | 352.80 |
| Total mileage owned (single track)..... | 3,896.33 | ..... | 3,896.33 | 1.58 | 129.46 | 3,736.87 |

* Deduct.

(Page 67 B.)

MILEAGE—STATE OF MINNESOTA.

Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|---------------------------------------|------------------------|----------------------------|--|--------|----------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Main tracks..... | 1,383.36 | ..... | 1,383.36 | 2.43 | 70.84 | 1,292.52 |
| Second, third, fourth fifth and sixth tracks..... | 50.21 | ..... | 50.21 | *.64 | ..... | 50.21 |
| Total mileage owned (single track)..... | 1,413.57 | ..... | 1,413.57 | 1.79 | 70.84 | 1,342.73 |

* Deduct.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, ft. | Minimum Length, ft. | Maximum Length, ft. | ITEM. | Number. | Height of Lowest Above Surface of Rail. Ft. In. |
|----------------|---------|-----------------------|---------------------|---------------------|-----------------------------|---------|---|
| BRIDGES— | | | | | Overhead Highway Crossings— | | |
| Iron | 18 | 3,333 | 20 | 685 | Bridges | 75 | |
| Wooden | 44 | 3,044 | 22 | 200 | Conduits | | |
| Total | 62 | 6,377 | | | Trestles | | |
| Trestles | 1,205 | 62,084 | 5 | 1,082 | Total | 75 | 18.0 |
| | | | | | Overhead Railway Crossings— | | |
| | | | | | Bridges | 1 | |
| | | | | | Conduits | | |
| | | | | | Trestles | | |
| | | | | | Total | 1 | 19.5 |

Gauge of track, 4 feet 8½ inches. 1,413.57 miles.

TELEGRAPH.

(Owned by Company Making this Report.)

| Miles of Line. | Miles of Wire. | Operated By Another Company. | | |
|----------------|----------------|------------------------------|----------------|--|
| | | Miles of Line. | Miles of Wire. | Name of Operating Company. |
| 1,362.85 | 5,085.18 | 1,362.85 | 5,085.18 | Gt. Northern Ry. jointly with W. U. Tel. Co. |

Willmar & Sioux Falls Railway Co.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Willmar & Sioux Falls Railway Co.

2. Date of organization? March 3, 1886.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of the State of Minnesota.

ORGANIZATION.

(Page 5.)

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|---------------------|-----------------------|------------------------------|
| W. P. Clough..... | St. Paul, Minn..... | } When successor is elected. |
| Edward Sawyer..... | St. Paul, Minn..... | |
| M. D. Grover | St. Paul, Minn..... | |
| Samuel Hill..... | Minneapolis, Minn.... | |
| Louis W. Hill..... | St. Paul, Minn..... | |

Total number of stockholders at date of last election? 6.

Date of last meeting of stockholders for election of directors? Oct. 19, 1898.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? R. I. Farrington, Comptroller, St. Paul, Minn.

OFFICERS.

(Page 7.)

| Title. | Name. | Location of Office. |
|------------------------------|-----------------------|---------------------|
| President..... | W. P. Clough..... | St. Paul, Minn. |
| First vice president..... | Louis W. Hill..... | St. Paul, Minn. |
| Secretary and treasurer.... | Edward Sawyer..... | St. Paul, Minn. |
| General solicitor..... | M. D. Grover..... | St. Paul, Minn. |
| Comptroller..... | R. I. Farrington..... | St. Paul, Minn. |
| Gen. auditor..... | J. L. Cramer..... | St. Paul, Minn. |
| Chief engineer | Jno. F. Stevens..... | St. Paul, Minn. |
| Gen. superintendent..... | F. E. Ward..... | St. Paul, Minn. |
| Asst. gen. superintendent.. | J. M. Gruber..... | St. Paul, Minn. |
| Division superintendent.... | L. B. Allen | Willmar, Minn. |
| Supt. of telegraph..... | E. J. Little | St. Paul, Minn. |
| Traffic manager..... | F. B. Clarke..... | St. Paul, Minn. |
| General freight agent..... | G. O. Somers..... | St. Paul, Minn. |
| Asst. gen. freight agent.... | W. H. Hill..... | St. Paul, Minn. |
| Gen. passenger agent..... | F. I. Whitney..... | St. Paul, Minn. |
| Asst. gen. pass. agent..... | T. B. Lynch..... | St. Paul, Minn. |
| Gen. ticket agent..... | F. I. Whitney..... | St. Paul, Minn. |
| Asst. gen. ticket agent..... | T. B. Lynch..... | St. Paul, Minn. |
| Gen. baggage agent..... | S. A. Smart..... | St. Paul, Minn. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each Road Named. | Miles of Line for each Class of Roads Named. |
|--------------------------------|--------------|-----------------------|------------------------------------|--|
| | From | To | | |
| 1. a Willmar & Sioux Falls Ry. | Willmar..... | So. Dakota state line | 122.60 | 122.60 |
| Total..... | | | | 122.60 |

(Page 9.)

PROPERTY OPERATED.

| | | | | |
|--------------------------------|---------------------|--------------------|--------|--------|
| 1. a Willmar & Sioux Falls Ry. | Willmar, Minn | Yankton, S. D..... | 205.25 | 205.25 |
| Total..... | | | | 205.25 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|---------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|-----------|
| | | | | | Rate. | Amount. |
| Capital stock | 15,000 | \$100 | \$1,500,000 | \$1,500,000 | 20% | \$300,000 |
| Total..... | 15,000 | | \$1,500,000 | \$1,500,000 | | \$300,000 |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|---|---|----------------------|
| Issued for cash, preferred..... | 10 | \$1,000 |
| Issued for construction, preferred..... | 14,990 | 1,499,000 |
| Total..... | 15,000 | \$1,500,000 |

Remarks—Applied at this amount upon contract for construction of this company's railway.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------|----------------|--------------|-----------------------------|----------------|---------------------|---------------------------------|----------------|----------------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | Rate Per Cent. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First mortgage bonds | June 1, 1888 | June 1, 1888 | \$3,646,080 | \$3,646,000 | \$3,646,000 | *\$3,646,000 | 5 | { June 1. } { Dec. 1. } | \$182,300 | \$180,075 |
| Grand total ..... | ..... | ..... | \$3,646,080 | \$3,646,000 | \$3,646,000 | \$3,646,000 | ..... | ..... | \$182,300 | \$180,075 |

* Applied at this amount upon contract for construction of this Company's railway and towards purchase of constructed road.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | | | | |
| Miscellaneous obligations—page 19..... | | | | |
| Income bonds—page 19..... | \$3,646,000.00 | \$3,646,000.00 | \$182,300.00 | \$180,075.00 |
| Equipment trust obligations—page 21..... | | | | |
| Total..... | \$3,646,000.00 | \$3,646,000.00 | \$182,300.00 | \$180,075.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|--------------|---|--------------|
| Due from solvent companies and individuals..... | \$205,490.77 | Matured interest coupons unpaid (including coupons due July 1)..... | \$3,875.00 |
| Total cash and current assets..... | \$205,490.77 | Total current liabilities..... | \$3,875.00 |
| | | Balance cash assets..... | 201,555.77 |
| Total..... | \$205,490.77 | Total..... | \$205,490.77 |

Materials and supplies on hand, none. (See general balance sheet—page 40.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | Amount Per Mile of Line. | |
|-----------------------------------|------------------------------|----------------|-------------------------|--------------------------|----------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—Page 17 | \$1,500,000 | \$1,500,000 | ..... | 205.25 | \$7,308 |
| Bonds—page 19 (grand total) | 3,646,000 | 3,646,000 | ..... | 205.25 | 17,764 |
| Total | \$5,146,000 | \$5,146,000 | ..... | 205.25 | \$25,072 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--------------------------------|----------------|--------------|-------------|--------------------------|----------|
| | | | | Miles. | Amount. |
| Willmar & Sioux Falls Ry | \$1,500,000 | \$3,646,000 | \$5,146,000 | 205.25 | \$25,072 |
| Grand total | \$1,500,000 | \$3,646,000 | \$5,146,000 | 205.25 | \$25,072 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Constructi'n or Equipm't. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost per Mile. |
|---|--|------------------------------------|------------------------------------|-------------------|
| CONSTRUCTION— | | | | |
| Right of way and station grounds..... | \$318.15 | \$7,114.56 | \$7,432.71 | ..... |
| Real estate..... | | 513.90 | 513.90 | ..... |
| Grading..... | 573.15 | | 573.15 | ..... |
| Bridges, trestles and culverts..... | 1,662.50 | 4,860.65 | 6,543.15 | ..... |
| Ties..... | 922.99 | | 922.99 | ..... |
| Rails..... | 1,234.97 | | 1,234.97 | ..... |
| Track fastenings..... | 172.94 | | 172.94 | ..... |
| Frogs and switches..... | 17.52 | | 17.52 | ..... |
| Ballast..... | * 13.00 | | * 13.00 | ..... |
| Track laying and surfacing..... | 1,785.16 | | 1,785.16 | ..... |
| Fencing right of way..... | 940.36 | 20,606.05 | 21,636.41 | ..... |
| Crossings, cattle guards and signs..... | 9.88 | | 9.88 | ..... |
| Station buildings and fixtures..... | 26.71 | 18,234.25 | 18,259.96 | ..... |
| Sidings and yard extensions..... | | 11,513.88 | 11,513.88 | ..... |
| Road built by contract..... | | 4,125,000.00 | 4,125,000.00 | ..... |
| Purchase of constructed road..... | | 1,061,833.32 | 1,061,833.32 | ..... |
| Miscellaneous structures..... | 94.28 | | 94.28 | ..... |
| Interest and discount..... | | 171,062.50 | 171,062.50 | ..... |
| Miscellaneous..... | | * 16.86 | * 16.86 | ..... |
| Total construction..... | \$7,844.61 | \$5,420,798.75 | \$5,428,643.96 | \$26,448.93 |
| Grand total cost construction, equip- ment, etc..... | \$7,844.61 | \$5,420,798.75 | \$5,428,643.96 | \$26,448.93 |
| Total cost construction—State of Minnesota..... | \$7,124.11 | Cannot | state. | |

* Deduct.

(Page 26.)

EXPLANATORY REMARKS.

The expenditures charged to construction for the year ending June 30, 1899, have been distributed according to the instructions of the Inter-state Commerce Commission, dated August 24, 1898. The amounts shown as expended to June 30, 1898, are same distribution as reported in previous years.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|--------------|--------------|
| Gross earnings from operation—page 35..... | \$920,404.49 | |
| Less operating expenses—page 45..... | 284,973.24 | |
| Income from operation | | \$635,431.25 |
| Total income | | \$635,431.25 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$182,300.00 | |
| Taxes | 27,645.91 | |
| Other deductions—(See note, page 30)..... | 87,500.00 | |
| Total deductions from income..... | | 297,445.91 |
| Net income..... | | \$337,985.34 |
| Dividends, 20 per cent, stock—page 17..... | \$300,000.00 | |
| Total..... | | 300,000.00 |
| Surplus from operations of year ending June 30, 1899..... | | \$37,985.34 |
| Surplus on June 30, 1898 (from "general balance sheet," 1898 report.)..... | | 343,622.13 |
| Surplus on June 30, 1899 (for entry on "general balance sheet," page 51.)..... | | \$381,607.47 |

(Page 30.)

EXPLANATORY REMARKS.

Deductions from Income—Other Deductions—Amount charged against income and transferred to a special fund in anticipation of settlement with Sioux Falls Terminal Ry. Co. for use of tracks and facilities at Sioux Falls, S. D., since Sept. 1, 1893.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

PASSENGER.

| | |
|-------------------------------|-------------|
| Total passenger revenue..... | \$46,713.59 |
| Total passenger earnings..... | 46,713.59 |

FREIGHT.

| | |
|----------------------------|--------------|
| Total freight revenue..... | \$229,834.62 |
| Other items..... | 28.22 |

| | |
|-----------------------------|--------------|
| Total freight earnings..... | \$229,862.84 |
|-----------------------------|--------------|

| | |
|---|--------------|
| Total passenger and freight earnings..... | \$276,576.43 |
|---|--------------|

OTHER EARNINGS FROM OPERATION.

| | |
|---------------------------------------|---------|
| Switching charges—balance..... | \$20.00 |
| Rents not otherwise provided for..... | 473.50 |

| | |
|---------------------------|----------|
| Total other earnings..... | \$493.50 |
|---------------------------|----------|

| | |
|--|--------------|
| Total gross earnings from operation—Minnesota..... | \$277,074.93 |
|--|--------------|

| | |
|--|--------------|
| Total gross earnings from operation—entire line..... | \$920,404.49 |
|--|--------------|

(Page 64.)

EXPLANATORY REMARKS.

This company has abandoned as impracticable and misleading the plan of making divisions of the earnings on interstate traffic between the states through which this line is operated, and cannot therefore give the figures purporting to show earnings in Minnesota on such traffic. The figures shown on page 35 are the earnings on business local to the State of Minnesota.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|-------------|
| Repairs of roadway | \$41,067.16 |
| Renewals of rails | 68.80 |
| Renewals of ties | 4,054.00 |
| Repairs and renewals of bridges and culverts | 19,696.50 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 1,193.56 |
| Repairs and renewals of buildings and fixtures | 1,506.57 |
| Repairs and renewals of telegraph | 590.08 |
| Stationery and printing | 140.52 |
| Total | \$68,817.19 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-------------|
| Superintendence | \$1,860.68 |
| Repairs and renewals of locomotives | 19,294.50 |
| Repairs and renewals of passenger cars | 2,819.00 |
| Repairs and renewals of freight cars | 12,250.63 |
| Repairs and renewals of work cars | 1,420.51 |
| Repairs and renewals of shop machinery and tools | 645.65 |
| Stationery and printing | 147.54 |
| Other expenses | 470.86 |
| Total | \$33,918.37 |

CONDUCTING TRANSPORTATION.

| | |
|---|--------------|
| Superintendence | \$8,975.47 |
| Engine and round house men | 27,821.70 |
| Fuel for locomotives | 37,488.61 |
| Water supply for locomotives | 1,245.25 |
| Oil, tallow and waste for locomotives | 801.71 |
| Other supplies for locomotives | 354.98 |
| Train service | 20,634.55 |
| Train supplies and expenses | 8,515.26 |
| Switchmen, flagmen and watchmen | 3,755.89 |
| Telegraph expenses | 7,197.12 |
| Station service | 14,422.58 |
| Station supplies | 7,406.20 |
| Switching charges—balance | 968.00 |
| Car mileage—balance | 8,983.44 |
| Loss and damage | 1,607.41 |
| Injuries to persons | 2,352.19 |
| Clearing wrecks | 1,122.41 |
| Advertising | 1,724.75 |
| Outside agencies | 9,023.23 |
| Commissions | 1,679.47 |
| Rents of buildings and other property | 126.50 |
| Stationery and printing | 1,311.66 |
| Other expenses | 241.41 |
| Total | \$162,199.79 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | |
|--|-------------|
| Salaries of general officers..... | \$3,089.18 |
| Salaries of clerks and attendants..... | 5,819.77 |
| General office expenses and supplies..... | 965.85 |
| Insurance..... | 1,162.69 |
| Law expenses..... | 1,610.89 |
| Stationery and printing (general offices)..... | 1,030.42 |
| Other expenses..... | 1,889.09 |
| Total..... | \$15,537.89 |

RECAPITULATION OF EXPENSES.

| | |
|---|--------------|
| Maintenance of way and structures..... | \$68,317.19 |
| Maintenance of equipment..... | 38,918.37 |
| Conducting transportation..... | 162,199.79 |
| General expenses..... | 15,537.89 |
| Grand total..... | \$284,973.24 |
| Percentage of expenses to earnings—entire line..... | 30.96 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|--|--------------|
| Maintenance of way and structures..... | \$43,941.14 |
| Maintenance of equipment..... | 23,224.38 |
| Conducting transportation..... | 94,795.54 |
| General expenses..... | 9,201.57 |
| Total..... | \$171,162.63 |

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|--------------------------------------|----------------|--------------------------------------|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| ASSETS. | | | | | |
| Cost of road—page 27..... | \$5,420,798.75 | Cost of road—page 27..... | \$5,428,648.38 | \$7,844.61 | |
| Lands owned..... | 100.00 | Lands owned..... | 100.00 | | |
| Cash and current assets—page 23..... | 85,565.04 | Cash and current assets—page 23..... | 206,430.77 | 119,865.73 | |
| Grand total..... | \$5,506,463.79 | Grand total..... | \$5,634,174.13 | \$127,710.34 | |

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|---|----------------|---|----------------|----------------------------|-----------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| LIABILITIES. | | | | | |
| Capital stock—page 17..... | \$1,500,000.00 | Capital stock—page 17..... | \$1,500,000.00 | | |
| Funded debt—page 23..... | 3,646,000.00 | Funded debt—page 23..... | 3,646,000.00 | | |
| Current liabilities—page 23..... | 1,650.00 | Current liabilities—page 23..... | 8,875.00 | \$2,225.00 | |
| Accrued interest on funded debt not yet payable..... | 15,191.66 | Accrued interest on funded debt not yet payable..... | 15,191.66 | | |
| Special fund—in anticipation of settlement with Sioux Falls Terminal Ry. Co. for use of tracks and facilities at Sioux Falls, S. D., since Sept. 1, 1898..... | | Special fund—in anticipation of settlement with Sioux Falls Terminal Ry. Co. for use of tracks and facilities at Sioux Falls, S. D., since Sept. 1, 1898..... | \$7,500.00 | \$7,500.00 | |
| Profit and loss—page 51 (or 53)..... | 343,622.13 | Profit and loss—page 51 (or 53)..... | 381,007.47 | \$37,385.34 | |
| Grand total..... | \$5,506,463.79 | Grand total..... | \$5,634,174.13 | \$127,710.34 | |

(Page 55.) CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The Great Northern Express Company do all of the express business on this railway. The railway company receives a percentage of the earnings.
2. Postal routes established by the Government in accordance with the law.
3. Sleeping cars owned by the Great Northern Railway Company are run on this line.

(Page 57.) SECURITY FOR FUNDED DEBT—PAGE 23.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Income Mortgaged. |
|------------------------------|----------------------|--------------------|--------|--------------------------------------|------------------------|
| | From | To | Miles. | | |
| First mortgage bonds..... | Willmar, Minn | Yankton, S. D..... | 205.25 | \$17,764 | All. |

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensation. |
|--|---------|---------------------------------------|------------------------------------|-----------------------------------|
| General officers | 17 | 4,255 | \$3,170.46 | \$0.75 |
| Other officers | 2 | 477 | 4,949.73 | 10.38 |
| General office clerks | 15 | 5,346 | 9,756.07 | 1.83 |
| Station agents | 19 | 5,353 | 8,297.13 | 1.55 |
| Other station men | 3 | 832 | 665.65 | .80 |
| Enginemen | 12 | 2,851 | 11,515.97 | 3.97 |
| Firemen | 15 | 2,806 | 6,562.70 | 2.29 |
| Conductors | 13 | 1,837 | 6,009.56 | 3.27 |
| Other trainmen | 25 | 3,447 | 7,031.46 | 2.04 |
| Machinists | 1 | 596 | 1,153.15 | 2.91 |
| Carpenters | 22 | 982 | 2,278.19 | 2.32 |
| Other shopmen | 26 | 6,187 | 10,640.95 | 1.72 |
| Section foremen | 18 | 6,965 | 9,862.80 | 1.41 |
| Other trackmen | 110 | 21,717 | 26,494.56 | 1.22 |
| All other employees and laborers | 26 | 2,357 | 3,440.73 | 1.46 |
| Total (including gen. officers)—Minn... | 324 | 65,898 | \$111,629.11 | \$1.69 |
| Less general officers | 17 | 4,255 | 3,170.46 | .75 |
| Total (excluding gen. officers)—Minn... | 307 | 61,643 | \$108,458.65 | \$1.76 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration | 34 | 10,078 | 17,876.26 | 1.77 |
| Maintenance of way and structures | 150 | 29,664 | 38,635.55 | 1.30 |
| Maintenance of equipment | 27 | 6,583 | 11,794.10 | 1.79 |
| Conducting transportation | 113 | 19,543 | 43,323.20 | 2.21 |
| Total (including gen. officers)—Minn... | 324 | 65,898 | \$111,629.11 | \$1.69 |
| Less general officers | 17 | 4,255 | 3,170.46 | .75 |
| Total (excluding gen. officers)—Minn... | 307 | 61,643 | \$108,458.65 | \$1.76 |
| Total (inc. gen. officers) entire line | 616 | 103,725 | \$173,121.92 | \$1.67 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Re- venue and Rates. | | |
|---|--|-------------------------------------|------|---------|
| | | Dols. | Cts. | Mls. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 53,999 | | | |
| Number of passengers carried one mile..... | 1,417,149 | | | |
| Number of passengers carried one mile per mile of road..... | 11,559 | | | |
| Average distance carried..... | 26.24 | | | |
| Total passenger revenue—page 35..... | | \$46,713.59 | | |
| Average amount received from each passenger..... | | | .86 | .508 |
| Average receipts per passenger per mile..... | | | .03 | .296 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63 | 148,566 | | | |
| Number of tons carried one mile..... | 8,540,745 | | | |
| Number of tons carried one mile per mile of road..... | 69,663 | | | |
| Average distance haul of one ton..... | 57.49 | | | |
| Total freight revenue—page 35..... | | 229,894.62 | | |
| Average amount received for each ton of freight..... | | | 1.54 | .702 |
| Average receipts per ton per mile..... | | | .02 | .691 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 276,548.21 | | |
| Passenger and freight revenue per mile of road..... | | | 2 | .255.69 |
| Operating expenses—page 45..... | | 171,162.63 | | |
| Operating expenses per mile of road..... | | | 1 | .396.11 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 77,331 | | | |
| Miles run by freight trains..... | 142,669 | | | |
| Total mileage trains earning revenue..... | 220,000 | | | |
| Miles run by switching trains..... | Cannot state | | | |
| Miles run by construction and other trains..... | 5,920 | | | |
| Grand total train mileage..... | | | | |
| Mileage of loaded freight cars—east..... | 1,313,965 | | | |
| Mileage of loaded freight cars—west..... | 1,017,063 | | | |
| Mileage of empty freight cars—east..... | 127,615 | | | |
| Mileage of empty freight cars—west..... | 427,468 | | | |
| Average number of freight cars in train..... | 20.23 | | | |
| Average number of loaded cars in train..... | 16.34 | | | |
| Average number of empty cars in train..... | 8.89 | | | |

(Page 60.)

EXPLANATORY REMARKS.

The figures shown on page 61 A are based upon business local to the state of Minnesota only, and include no interstate traffic for reasons stated on page 34.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Revenue and Rates. | | |
|--|--|--------------------------------------|-------|---------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 90,791 | | | |
| Number of passengers carried one mile..... | 3,167,230 | | | |
| Number of passengers carried one mile per mile of road..... | 15,431 | | | |
| Average distance carried..... | 34.88 | | | |
| Total passenger revenue—page 35..... | | \$106,201.34 | | |
| Average amount received from each passenger..... | | | 1.13. | 009 |
| Average receipts per passenger per mile..... | | | | .03.258 |
| Total passenger earnings—page 35..... | | 129,090.59 | | |
| Passenger earnings per mile of road..... | | 628.95 | | |
| Passenger earnings per train mile..... | | .98.275 | | |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 65..... | 476,868 | | | |
| Number of tons carried one mile..... | 51,854,170 | | | |
| Number of tons carried one mile per mile of road..... | 252,581 | | | |
| Average distance haul of one ton..... | 108.85 | | | |
| Total freight revenue—page 35..... | | 790,230.09 | | |
| Average amount received for each ton of freight..... | | | 1.65. | 896 |
| Average receipts per ton per mile..... | | | | .01.524 |
| Total freight earnings—page 35..... | | 790,238.34 | | |
| Freight earnings per mile of road..... | | 3,850.34 | | |
| Freight earnings per train mile..... | | 8.77.492 | | |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 898,431.43 | | |
| Passenger and freight revenue per mile of road..... | | 4,352.89 | | |
| Passenger and freight earnings—page 35..... | | 919,573.98 | | |
| Passenger and freight earnings per mile of road..... | | 4,479.29 | | |
| Gross earnings from operation—page 35..... | | 920,404.40 | | |
| Gross earnings from operation per mile of road..... | | 4,434.31 | | |
| Gross earnings from operation per train mile..... | | 2.70.145 | | |
| Operating expenses—page 45..... | | 284,973.24 | | |
| Operating expenses per mile of road..... | | 1,388.42 | | |
| Operating expenses per train mile..... | | .88.642 | | |
| Income from operation—page 81..... | | 635,431.25 | | |
| Income from operation per mile of road..... | | 3,005.89 | | |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 181,856 | | | |
| Miles run by freight trains..... | 209,851 | | | |
| Total mileage trains earning revenue..... | 840,707 | | | |
| Miles run by switching trains, included in G. N. Ry. report..... | | | | |
| Miles run by construction and other trains..... | 97.25 | | | |
| Grand total train mileage..... | | | | |
| Mileage of loaded freight cars—north or east..... | 1,060,651 | | | |
| Mileage of loaded freight cars—south or west..... | 1,323,344 | | | |
| Mileage of empty freight cars—north or east..... | 185,031 | | | |
| Mileage of empty freight cars—south or west..... | 539,293 | | | |
| Average number of freight cars in train..... | 17.81 | | | |
| Average number of loaded cars in train..... | 14.85 | | | |
| Average number of empty cars in train..... | 3.46 | | | |
| Average number of tons of freight in train..... | 247.69 | | | |
| Average number of tons of freight in each loaded car..... | 17.26 | | | |

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|-----------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|-----------------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron and Steel. | Steel. |
| Miles of single track | 205.25 | ..... | ..... | ..... | ..... | ..... | 205.25 | ..... | ..... | 205.25 |
| Miles of yard track and sidings | 16.98 | ..... | ..... | ..... | ..... | ..... | 16.98 | .88 | 16.98 | ..... |
| Total mileage operated (all tracks) | 222.23 | ..... | ..... | ..... | ..... | ..... | 222.23 | .88 | 16.98 | 205.25 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
|---|--------|-------|-------|-------|-------|-------|--------|-------|-------|--------|
| Minnesota | 122.60 | ..... | ..... | ..... | ..... | ..... | 122.60 | ..... | ..... | 122.60 |
| South Dakota | 82.65 | ..... | ..... | ..... | ..... | ..... | 82.65 | ..... | ..... | 82.65 |
| Total mileage operated (single track) | 205.25 | ..... | ..... | ..... | ..... | ..... | 205.25 | ..... | ..... | 205.25 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota | 122.60 | ..... | 122.60 | ..... | ..... | 122.60 |
| South Dakota | 82.65 | ..... | 82.65 | ..... | ..... | 82.65 |
| Total mileage owned (single track) | 205.25 | ..... | 205.25 | ..... | ..... | 205.25 |

(Page 62.)

EXPLANATORY REMARKS.

See report of the Great Northern Railway Company.

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|-----------------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron and Steel. | Steel. |
| Miles of single track..... | 122.60 | ..... | ..... | ..... | ..... | ..... | 122.60 | ..... | ..... | 122.60 |
| Miles of yard track and sidings..... | 9.73 | ..... | ..... | ..... | ..... | ..... | 9.73 | .88 | 9.73 | ..... |
| Total mileage operated (all tracks). | 132.33 | ..... | ..... | ..... | ..... | ..... | 132.33 | .88 | 9.73 | 122.60 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|--------|-------|-------|-------|-------|-------|--------|-------|-------|--------|
| STATE OF MINNESOTA— | 122.60 | ..... | ..... | ..... | ..... | ..... | 122.60 | ..... | ..... | 122.60 |
| Minnesota..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total mileage operated (single track). | 122.60 | ..... | ..... | ..... | ..... | ..... | 122.60 | ..... | ..... | 122.60 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota..... | 122.60 | ..... | 122.60 | ..... | ..... | 122.60 |
| Total mileage owned (single track)..... | 122.60 | ..... | 122.60 | ..... | ..... | 122.60 |

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID DURING YEAR—KIND. | Number. | Av'ge Price at Distribut- ing Point. |
|---------------------------------|---------|--|
| Hard wood..... | 1,610 | \$0.39.48 |
| Pine, tamarack and cedar..... | 2,372 | .35.60 |
| Other..... | 2,354 | .66.14 |
| Total..... | 6,336 | \$0.47.96 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Included in the report of the Great Northern Ry. Co.

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|-------------------|-------------|---------|--------------|---------|-----------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespass- ing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Other causes..... | | | | 2 | ..... | ..... | ..... | 2 |
| Total..... | | | | 2 | ..... | ..... | ..... | 2 |

(Page 70.)

EXPLANATORY REMARKS.

Trespassers Injured—Other causes—July 11, Wm. Harris, Granite Falls, fell asleep on track, rolled down bank to get out of way of trains and broke his arm. September 17, John Grover, Rushton, fell from train, had leg cut off while attempting to steal a ride.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length. Feet. | Minimum Length. Feet. | Maximum Length. Feet. | ITEM. | Number. | Height of Lowest Above Surface of Rail. Feet. In. |
|---------------|---------|----------------------------|--------------------------|--------------------------|-----------------------------|---------|--|
| | | | | | | | |
| BRIDGES— | | | | | | | |
| Iron..... | 2 | 132 | 33 | 96 | Overhead Highway Crossings— | | |
| Wooden..... | 14 | 1,252 | 44 | 494 | Bridges..... | 1 | |
| Total..... | 16 | 1,384 | | | Trestles..... | | |
| Trestles..... | 137 | 10,821 | 8 | 973 | Total..... | 1 | 20.5 |

Gauge of track, 4 feet 8½ inches. 122.60 miles.

TELEGRAPH.

Owned by Company Making this Report.

Operated by this company jointly with Western Union Telegraph Co.—

| | |
|---------------------|--------|
| Miles of line | 123.04 |
| Miles of wire | 246.09 |

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

Included in report of the Great Northern Ry. Co.

(Page 76.)

EXPLANATORY REMARKS.

As a matter of convenience and economy in operation the mileage made by cars of foreign companies upon this railway, the Great Northern Railway and the Duluth, Watertown & Pacific Ry. is reported by the Great Northern Ry. Co. to the owner or owners in one amount.

Winona Bridge Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? . The Winona Bridge Railway Company.
2. Date of organization? July 10. 1890.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, chapter 34, General Statutes of Minnesota, and laws amendatory thereof.
4. If a consolidated company, name the constituent companies. Give reference to charters of each. and all amendments of same. Not consolidated.
5. Date and authority for each consolidation? Not consolidated.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not reorganized.
7. What carrier operates the road of this company? The Winona Bridge Railway Company.

(Page 2.)

EXPLANATORY REMARKS.

The Winona Bridge Railway was constructed, completed and put in operation, and is now being operated by the Winona Bridge Railway Company, a railway corporation in the state of Minnesota.

This is a line of railway 1.03 miles in length, extending from the city of Winona, in the state of Minnesota, in an easterly direction across the Mississippi river into the town of Buffalo, in the state of Wisconsin. A part of its line is a steel railway drawbridge across the Mississippi river.

The work of constructing the Winona Bridge Railway was commenced in the fall of 1890, and was completed in the fall of 1891, the line being put in operation at the time of its completion.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|------------------------|----------------------|-----------------------------|
| Mark T. Cox..... | New York, N. Y. | June 6, 1900 |
| J. A. Jordan | Green Bay, Wis..... | June 6, 1900 |
| S. T. Palmer..... | New York, N. Y..... | June 6, 1900 |
| Geo. B. Harris | Chicago, Ill..... | June 6, 1900 |
| J. C. Peasley. | Chicago, Ill..... | June 6, 1900 |
| Daniel Cunningham..... | La Crosse, Wis..... | June 6, 1900 |
| M. G. Norton..... | Winona, Minn..... | June 6, 1900 |
| H. W. Lamberton, | Winona, Minn..... | June 6, 1900 |
| V. Simpson | Winona, Minn..... | June 6, 1900 |

Total number of stockholders at date of last election? 13.

Date of last meeting of stockholders for election of directors? June 7, 1899.

Give postoffice address of general office? Winona, Minn.

Give postoffice address of operating office? Winona, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Thomas Simpson, Assistant Secretary, Winona, Minn.

(Page 7.)

OFFICERS.

| Title | Name. | Location of Office. |
|----------------------------|---------------------|---------------------|
| President | M. G. Norton..... | Winona, Minn. |
| First vice-president..... | J. A. Jordan..... | Green Bay, Wis. |
| Secretary | H. W. Weiss..... | Chicago, Ill. |
| Treasurer | H. W. Lamberton.... | Winona, Minn. |
| Assistant secretary | Thomas Simpson..... | Winona, Minn. |
| General solicitor | Thomas Simpson..... | Winona, Minn. |
| Chief engineer | S. D. Purdy..... | La Crosse, Wis. |
| General superintendent.... | D. Cunningham..... | La Crosse, Wis. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | Terminals. | Miles of Line for Each Road Named |
|---|--|-----------------------------------|
| The Winona Bridge Railway Company | From a point on south line of block G and H, in Riverside addition to Winona, in city of Winona, Winona county, state of Minnesota, and on north line of 3d street in said city, at station 54+34.2, to the middle of the channel of the Mississippi river | .49 |

See "explanatory remarks," page 2.

(Page 9.)

PROPERTY OPERATED.

| | | |
|---|---|------|
| The Winona Bridge Railway Company | From a point on the south line of block G and H, in Riverside addition to Winona, in city of Winona, Winona county, state of Minnesota, and on north line of 3d street in said city, at station 54+34.2 (across the Mississippi river), to the S. E. corner of lot 2 in Sec. 8, in township 18 N., of range 10, in the town and county of Buffalo, Wisconsin... | 1.08 |
|---|---|------|

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|-----------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common | 4,000 | \$100.00 | \$400,000.00 | \$400,000.00 | ..... | ..... |
| Total | 4,000 | \$100.00 | \$400,000.00 | \$400,000.00 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|---------------------------------------|--------------------------------------|---|---|----------------------|
| Issued for construction, common | | | 4,000 | \$400,000.00 |
| Total | | | 4,000 | \$400,000.00 |

Remarks—All the shares of stock of this company were issued prior to 1892.

(Page 19)

FUNDED DEBT
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Outstand- ing. | Cash Realized on Amount Issued. | INTEREST. | | | |
|---------------------------------------|-------------------|---------------|-----------------------------------|-----------------------------|---|-----------|----------------------|--------------------------------------|----------------------------------|
| | Date of Issue. | When Due. | | | | Rate. | When Payable. | Amount Ac- rued Dur- ing Year. | Amount Paid Dur- ing Year. |
| First mortgage bond, with coupons. | Sept. 1, 1890 | Sept. 1, 1915 | \$400,000.00 | \$384,000.00 | \$384,000.00 | 5% | March 1 Sept. 1.. | \$19,200.00 | \$19,200.00 |
| Grand total. | | | \$400,000.00 | \$384,000.00 | \$384,000.00 | | | \$19,200.00 | \$19,200.00 |

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | | | | \$19,200.00 |
| Miscellaneous obligations—page 19..... | \$884,000.00 | \$884,000.00 | \$19,200.00 | |
| Income bonds—page 19..... | | | | |
| Equipment trust obligations—page 21..... | | | | |
| Total..... | \$884,000.00 | \$884,000.00 | \$19,200.00 | \$19,200.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|-------------|---|-------------|
| Balance—Current liabilities | \$14,897.91 | Total current liabilities | \$14,897.91 |
| Total..... | \$14,897.91 | Total..... | \$14,897.91 |

(Page 22.)

EXPLANATORY REMARKS.

No mortgage debt other than first mortgage bond.

(Page 25.)

RECAPITULATION.
For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|---------------------|-------------------------|--------------------------|---------------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$400,000.00 | \$400,000.00 | ..... | 1.03 | \$988,349.00 |
| Bonds—page 19 (grand total)..... | 384,000.00 | 384,000.00 | ..... | 1.03 | 372,816.00 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total | \$784,000.00 | \$784,000.00 | ..... | 1.03 | \$761,165.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENT.

| ITEM. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|-------------------------|---------------------------------|---------------------------------|-------------------|
| Total construction..... | \$784,000.00 | \$784,000.00 | \$761,165.04 |
| Grand total..... | \$784,000.00 | \$784,000.00 | \$761,165.04 |

The road has no equipment.

(Page 28.)

EXPLANATORY REMARKS.

No construction or permanent improvement of the property of this road has been made during the past year. On the opposite page 27, is given only the amount of the total cost of construction of this line of railroad, which includes the amount of stock issued, \$400,000, and bonds, \$384,000, aggregating the cost of the road in stock and bonds at \$784,000. Impossible to give the items of construction as called for on page 27.

(Page 81.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|--|-------------|-------------|
| Gross earnings from operation—page 85..... | \$19,734.66 | |
| Less operating expenses—page 45..... | 18,718.95 | |
| Income from operation..... | \$6,015.71 | \$6,015.71 |
| DEDUCTIONS FROM INCOME— | | |
| Taxes..... | 998.27 | |
| Total deductions from income..... | \$998.27 | 998.27 |
| Net income..... | | \$5,617.44 |
| Surplus from operations of year ending June 30, 1899..... | | \$5,617.44 |
| Deficit on June 30, 1898 (from "general balance sheet," 1898 report) | 26,415.85 | |
| Deficit on June 30, 1899 (for entry on "general balance sheet," page 49)..... | | \$20,797.91 |

(Page 80.)

EXPLANATORY REMARKS.

The Green Bay, Winona & St. Paul Railway Company, the Chicago, Burlington & Northern Railway Company and the Winona & Western Railway Company have severally executed contracts with this company to pass all their traffic into and from Winona over the line of its railroad, including the bridge, and the income of this railway company is derived from the amount paid by these companies above named under their contracts for transporting their passengers and freight over its lines.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEMS. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|--------------------|--|---------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$4,794.07 | | |
| Total passenger revenue..... | | | \$4,794.07 |
| Total passenger earnings..... | | | \$4,794.07 |
| FREIGHT— | | | |
| Freight revenue..... | \$14,940.59 | | |
| Total freight revenue..... | | | \$14,940.59 |
| Total freight earnings..... | | | \$14,940.59 |
| Total passenger and freight earnings..... | | | \$19,734.66 |
| Total gross earnings from operation—Minn., 40-103 of entire line..... | \$7,009.45 | | |
| Total gross earnings from operation—entire line..... | | | \$19,734.66 |

(Page 84.)

EXPLANATORY REMARKS.

See explanatory remarks, page 80.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|------------------------------------|-------------|
| Repairs of roadway and bridge..... | \$10,578.38 |
| Renewals of ties..... | 442.19 |
| Total..... | \$11,020.53 |

CONDUCTING TRANSPORTATION.

| | |
|--|------------|
| Engine men..... | \$950.00 |
| Fuel for engine..... | 83.76 |
| Watchmen..... | 709.33 |
| Rents of buildings and other property..... | 17.45 |
| Stationery and printing..... | 14.25 |
| Other expenses..... | 63.37 |
| Total..... | \$1,848.16 |

(Page 42.)

EXPLANATORY REMARKS.

This road has no equipment.

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|----------|
| Salaries of general officers..... | \$720.00 |
| Salaries of clerks and attendants..... | 70.26 |
| Insurance..... | 60.00 |
| Total..... | \$850.26 |

RECAPITULATION OF EXPENSES.

| | |
|---|-------------|
| Maintenance of way and structures..... | \$11,020.53 |
| Conducting transportation..... | 1,848.16 |
| General expenses..... | 850.26 |
| Grand total..... | \$13,718.95 |
| Percentage of expenses to earnings—entire line..... | 69 5-10 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|------------|
| Maintenance of way and structures..... | \$5,242.51 |
| Conducting transportation..... | 879.06 |
| General expenses..... | 404.25 |
| Total..... | \$6,525.82 |
| Percentage of expenses to earnings—Minnesota..... | 93 |

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

8. The interest coupons due Sept. 1, 1898, and March 1, 1899, cancelled by bondholders, and the railway company thereby released from payment of same.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. No agreement with express companies.
2. No agreement for carrying mails.
3. No agreement with sleeping, parlor or dining car companies.
4. No agreement with freight transportation companies or lines.
5. An agreement with each of the following railroad companies: The Green Bay, Winona & St. Paul Railroad Co.; The Chicago, Burlington & Northern Railroad Co.; The Winona & Western Railway Co., whereby each of these companies agree to pay this company for transportation over its line \$10 per carload for freight above fourth class, \$2.50 per carload for freight of fourth class or under, 10 cents per hundred pounds for freight in lots less than a carload, not, however, to exceed carload rates; 25 cents per passenger. No charge made for empty cars, engines, passenger cars and cabooses.
6. No agreement with steamboat or steamship companies.
7. No agreement with telegraph companies.
8. No other contracts.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | What Road Mortgaged. | Miles. | Amount of Mortgage Per Mile of Line. | What Income Mortgaged. |
|--|---|--------|--------------------------------------|------------------------|
| First mortgage bonds, with coupons.... | From a point on south line of block G and H, in Riverside addition to Winona, in city of Winona, county of Winona, state of Minnesota, and on north line of Third street in said city, at station 54+34.2 (across the Mississippi river), to the south east corner of lot 2 in section 8, in township 18, north of range 10, in the town and county of Buffalo, state of Wisconsin..... | 1.03 | \$372,815.53 | None. |

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compensation. |
|--|---------|---------------------------------------|------------------------------------|-----------------------------------|
| General officers—Chief engineer..... | 1 | 365 | \$300.00 | \$0.81 |
| Other officers—Superintendent..... | 1 | 365 | 420.00 | 1.15 |
| Enginemen | 2 | 485 | 950.00 | 1.96 |
| Switchmen, flagmen And watchmen | 2 | 486 | 709.33 | 1.45 |
| Total (inc. general officers)—entire line. | 6 | 1,701 | \$2,379.33 | \$1.99 |
| Less general officers..... | 1 | 365 | 300.00 | .81 |
| Total (exc. general officers)—Minnesota | 5 | 1,336 | \$2,079.33 | \$1.55 |
| DISTRIBUTION OF ABOVE: | | | | |
| General administration | 1 | 365 | \$300.00 | \$0.81 |
| Conducting transportation..... | 5 | 1,336 | 2,079.33 | 1.55 |
| Total (inc. general officers)—Minnesota. | 6 | 1,701 | \$2,379.33 | \$1.99 |
| Less general officers..... | 1 | 365 | 300.00 | .81 |
| Total (exc. general officers)—Minnesota | 5 | 1,336 | \$2,079.33 | \$1.55 |
| Total (inc. general officers)—Entire line | 6 | 1,701 | \$2,379.33 | \$1.99 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Rev- enue and Rates. | |
|---|--|-------------------------------------|------------|
| | | Dols. Cts. | |
| PASSENGER TRAFFIC— | 9,122 | | |
| Number of passengers carried earning revenue..... | | | |
| Total passenger revenue—page 35..... | | | \$2,280.68 |
| Average amount received from each passenger..... | | | .25 |
| Average receipts per passenger per mile..... | | | .24 |
| Total passenger earnings—page 35..... | | | 2,280.68 |
| Passenger earnings per mile of road..... | | | 1,064.96 |
| FREIGHT TRAFFIC— | | | |
| Total freight revenue—page 35..... | | | 7,107.07 |
| Total freight earnings—page 35..... | | | 7,107.07 |
| Freight earnings per mile of road..... | | | 2,981.81 |
| PASSENGER AND FREIGHT— | No Record. | | |
| Passenger and freight revenue—page 35..... | | | 9,388.85 |
| Passenger and freight revenue per mile of road..... | | | 4,466.30 |
| Gross earnings from operation—page 35..... | | | 9,388.85 |
| Gross earnings from operation per mile of road..... | | | 4,466.30 |
| Operating expenses—page 45..... | | | 6,526.45 |
| Operating expenses per mile of road..... | | | 3,104.81 |
| Income from operation—page 81..... | | | 2,861.82 |
| Income from operation per mile of road..... | | | 1,960.96 |

(Page 61.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Rev- enue and Rates. | |
|---|--|-------------------------------------|------------|
| | | Dol. Cts. | |
| PASSENGER TRAFFIC— | 19,176 | | |
| Number of passengers carried earning revenue..... | | | |
| Total passenger revenue—page 35..... | | | \$4,794.07 |
| Average amount received from each passenger..... | | | .25 |
| Average receipts per passenger per mile..... | | | .24 |
| Total passenger earnings—page 35..... | | | 4,794.07 |
| Passenger earnings per mile of road..... | | | 4,654.43 |
| FREIGHT TRAFFIC— | | | |
| Total freight revenue—page 35..... | | | 14,940.59 |
| Total freight earnings—page 35..... | | | 14,940.59 |
| Freight earnings per mile of road..... | | | 14,505.42 |
| PASSENGER AND FREIGHT— | No Record. | | |
| Passenger and freight revenue—page 35..... | | | 19,734.66 |
| Passenger and freight revenue per mile of road..... | | | 19,159.86 |
| Gross earnings from operation—page 35..... | | | 19,734.66 |
| Gross earnings from operation per mile of road..... | | | 19,159.86 |
| Operating expenses—page 45..... | | | 13,718.95 |
| Operating expenses per mile of road..... | | | 13,319.36 |
| Income from operation—page 81..... | | | 6,015.71 |
| Income from operation per mile of road..... | | | 5,840.49 |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

Cannot be given.

(Page 62.)

EXPLANATORY REMARKS.

It is impossible to give answer to the inquiries on page 63.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Property Com- panies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Con- structed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|--|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track | 1.03 | ..... | ..... | ..... | ..... | ..... | 1.03 | ..... | ..... | 1.03 |
| Total mileage operated (all tracks) .. | 1.03 | ..... | ..... | ..... | ..... | ..... | 1.03 | ..... | ..... | 1.03 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | | | | | | | | |
|--|------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Minnesota..... | .49 | ..... | ..... | ..... | ..... | ..... | .49 | ..... | ..... | .49 |
| Wisconsin..... | .54 | ..... | ..... | ..... | ..... | ..... | .54 | ..... | ..... | .54 |
| Total mileage operated (single track) .. | 1.03 | ..... | ..... | ..... | ..... | ..... | 1.03 | ..... | ..... | 1.03 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Con- structed During Year. | RAILS. | |
|---------------------------------------|------------------------------------|---------------------|----------------------|--|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota..... | .49 | ..... | ..... | ..... | ..... | .49 |
| Wisconsin..... | .54 | ..... | ..... | ..... | ..... | .54 |
| Total mileage owned (single track) .. | 1.03 | ..... | ..... | ..... | ..... | 1.03 |

Note.—See explanatory remarks, page 2.

46 (Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|----------|-------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line, and Spurs. | Branches | | | | | | | Iron. | Steel. |
| Miles of single track..... | .49 | | | | | | .49 | | | .49 |
| Total mileage operated (all tracks). | .49 | | | | | | .49 | | | .49 |

B. Mileage of Line Operated by States and Territories (Single Track).

No line operated that is not owned.

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| Minnesota | .49 | | .49 | | | .49 |
| Total mileage owned (single track) | .49 | | .49 | | | .49 |

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

EXPLANATORY REMARKS.

(Page 71.)

(Page 70.)

No accident of any description.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | Miles. | ALIGNMENT. | | | PROFILE. | | | | | |
|---|--------|---------------------------|---|---|--|-------------------|-------|--------------------|-------|---|
| | | Num- ber of Curves. | Aggreg't Length of Curved Line. Miles. | Length of Straight Line. Miles. | Length of Level Line. Miles. | Ascending Grades. | | Descending Grades. | | Aggregate Length of Descending Grades. Miles. |
| | | | | | | No. | Feet. | No. | Feet. | |
| From a point on south line of block G and H, in the Riverside addition to Winona, Winona county, state of Minnesota, and on the north line of 3d street, in said city, at station 54434.2 (across the Mississippi river), to the S. E. corner of lot 2, in Sec. 8, in town- ship 18 north, of range 10, in the town and county of Buffalo, state of Wisconsin | 1.03 | 2 | .318 | .712 | .248 | 5 | 14.65 | 3 | 117 | .404 |
| Total | 1.03 | 2 | .318 | .712 | .248 | 5 | 14.65 | 3 | 117 | .404 |

(Page 75.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

One Bridge—Aggregate length, 2,703.08 feet. Gauge of track, 4 feet 8½ inches. 1.03 miles.

TELEGRAPH.

Owned by Company Making this Report.

Operated by this Company—Miles of line, 2.28. Miles of wire, 2.28.

(Page 74.)

EXPLANATORY REMARKS.

The bridge described on page 75, is a draw-bridge across the Mississippi river, and the length given includes trestle and pile approaches on each side of the river. The telegraph line owned by this company extends along length of the line of railway, 1.03 miles, from the westerly terminus of the line to the east side of Lafayette street, in the city of Winona, to the general office of the company.

Winona & Western Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Winona & Western Railway Co.
2. Date of organization? Nov. 7, 1894.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota Chap. 34, General Statutes of Minnesota and laws amendatory thereof.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term |
|--------------------------|---------------------|----------------------------|
| Verrazano Simpson | Winona, Minn..... | June 5, 1900 |
| Henry W. Lamberton | Winona, Minn..... | June 5, 1900 |
| Mathew G. Norton..... | Winona, Minn..... | June 5, 1900 |
| Wm. H. Laird | Winona, Minn..... | June 5, 1901 |
| J. R. Mitchell..... | Winona, Minn..... | June 5, 1901 |
| S. W. Hamilton | Winona, Minn..... | June 5, 1901 |
| W. J. Landon..... | Winona, Minn..... | June 5, 1902 |
| Earle S. Youmans..... | Winona, Minn. .. | June 5, 1902 |
| Chas. Horton | Winona, Minn..... | June 5, 1902 |

Total number of stockholders at date of last election? 10.

Date of last meeting of stockholders for election of directors? June 7, 1899.

Give postoffice address of general office? Winona, Minn.

Give postoffice address of operating office? Winona, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? S. S. Strouse, Asst. Treas., Winona, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|------------------------------|----------------------|---------------------|
| President..... | H. W. Lamberton..... | Winona, Minn. |
| First vice president | V. Simpson | Winona, Minn. |
| Secretary..... | Thos. Simpson | Winona, Minn. |
| Treasurer | M. G. Norton..... | Winona, Minn. |
| Asst. treasurer | S. S. Strouse..... | Winona, Minn. |
| Attorney, or gen'l counsel.. | Thos. Simpson | Winona, Minn. |
| Gen'l superintendent | J. J. Mahoney..... | Winona, Minn. |
| Gen'l freight agent..... | J. J. Mahoney..... | Winona, Minn. |
| Gen'l passenger agent..... | J. J. Mahoney..... | Winona, Minn. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named. | Miles of Line for Each Class of R'ds Named. |
|-------------------------------|-------------------|------------------|------------------------------------|---|
| | From | To | | |
| The Winona & Western Ry. Co.. | Winona, Minn..... | Osage, Iowa..... | 113.2 | ..... |
| Total..... | ..... | ..... | 113.2 | 113.2 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstand- ing. | Dividends Declared During Year. | |
|----------------------------|------------------------------|----------------------|-----------------------------|---|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | 2,000 | \$100.00 | \$2,000,000 | \$100,000 | ..... | ..... |
| Total..... | 2,000 | \$100.00 | \$2,000,000 | \$100,000 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued Dur- ing Year. | Cash Realized on Amount Issued Dur- ing Year. | Total Number Shares Issued and Outstand'g. | Total Cash Realized. |
|------------------------------|---|--|--|----------------------|
| Issued for cash, common..... | 1,000 | \$100,000 | 1,000 | \$100,000 |
| Total..... | 1,000 | \$100,000 | 1,000 | \$100,000 |

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

(Page 19.)

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstand- ing. | Cash Realized on Amount Issued. | INTEREST. | | | |
|------------------------------|-------------------|--------------|-----------------------------------|-------------------|-----------------------------|--|-----------|------------------|---------------------------------|------------------------------|
| | Date of Issue. | When Due. | | | | | Rate. | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| First mortgage Bonds | Jan. 1, 1895 | Jan. 1, 1945 | \$1,150,000 | \$1,150,000 | \$1,150,000 | \$1,150,000 | 5% | Semi-An'y | \$57,500 | \$57,500 |
| Grand total ..... | ..... | ..... | \$1,150,000 | \$1,150,000 | \$1,150,000 | \$1,150,000 | ..... | ..... | \$57,500 | \$57,500 |

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|----------------|---------------------|-----------------------------|--------------------------|
| | | | Amount Accrued during Year. | Amount Paid during Year. |
| Mortgage bonds—page 19..... | \$1,150,000.00 | \$1,150,000.00 | \$57,500.00 | \$57,500.00 |
| Miscellaneous obligations—page 19..... | ..... | ..... | ..... | ..... |
| Income bonds—page 19..... | ..... | ..... | ..... | ..... |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... |
| Total..... | \$1,150,000.00 | \$1,150,000.00 | \$57,500.00 | \$57,500.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|-------------|---|-------------|
| Cash..... | \$55,302.74 | Audited vouchers and accounts..... | \$2,074.58 |
| Due from agents..... | 2,509.02 | Wages and salaries..... | 7,557.03 |
| Due from solvent companies and individuals..... | 5,424.13 | Total current liabilities..... | \$10,232.21 |
| Net traffic balances due from other companies..... | 9,308.00 | Balance cash assets..... | 62,599.08 |
| Miscellaneous "suspense account"..... | 287.40 | | |
| Total cash and current assets..... | \$72,831.89 | | |
| Total..... | \$72,831.89 | Total..... | \$72,831.89 |

Materials and supplies on hand, \$5,865.79. (See general balance sheet, page 49.)

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|-------------------------|-----------------------------|-------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17..... | \$100,000.00 | \$100,000.00 | ..... | 113.2 | \$883.39 |
| Bonds—page 19 (grand total)..... | 1,150,000.00 | 1,150,000.00 | ..... | 113.2 | 10,159.01 |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | \$1,250,000.00 | \$1,250,000.00 | ..... | 113.2 | \$11,042.40 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included
in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--------------------|----------------|----------------|----------------|-----------------------------|-------------|
| | | | | Miles. | Amount. |
| Same as above..... | \$100,000.00 | \$1,150,000.00 | \$1,250,000.00 | 113.2 | \$11,042.40 |
| Grand total..... | \$100,000.00 | \$1,150,000.00 | \$1,250,000.00 | 113.2 | \$11,042.40 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Charged to Construction or Equipment. | Total Cost to June 30, 1898. | Total Cost to June 30, 1899. | Cost Per Mile. |
|--|---|------------------------------------|------------------------------------|-------------------|
| Construction | | \$1,250,000.00 | \$1,250,000.00 | \$11,042.40 |
| Total construction..... | | \$1,250,000.00 | \$1,250,000.00 | \$11,042.40 |
| EQUIPMENT— | | | | |
| Snow Flanger | \$242.74 | | | |
| Total equipment..... | \$242.74 | | | |
| Total cost construction, equip- ment, etc.—State of Minne- sota..... | \$242.74 | | | |

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|--------------|-------------|
| Gross earnings from operation—page 35..... | \$184,253.81 | |
| Less operating expenses—page 45..... | 124,848.19 | |
| Income from operation..... | \$59,405.62 | |
| Total income..... | | \$59,405.62 |
| DEDUCTIONS FROM INCOME— | | |
| Taxes..... | \$5,431.20 | |
| Permanent improvements—page 29..... | 242.74 | |
| Total deductions from income..... | | \$5,673.94 |
| Net income..... | | \$53,731.68 |
| Surplus from operations of year ending June 30, 1899..... | | 53,731.68 |
| Surplus on June 30, 1898 (from gen. balance sheet, 1898 report).... | | 9,818.33 |
| | | \$63,550.01 |
| Surplus on June 30, 1899, for entry on "general balance sheet," page 51..... | | 63,550.01 |

(Page 30.)

EXPLANATORY REMARKS.

Taxes.—Of the amount charged to taxes, page 31, \$5,431.20. Of this amount \$285.85 is an account of internal revenue tax.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|---|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue | \$20,848.42 | | |
| Less Repayments— | | | |
| Tickets redeemed | | \$8.01 | |
| Other repayments | | 28.29 | |
| Total deductions | | \$26.90 | |
| Total passenger revenue | | | \$20,817.12 |
| Mail | | | 6,448.58 |
| Express | | | 686.96 |
| Total passenger earnings | | | \$27,954.00 |
| FREIGHT— | | | |
| Freight revenue | \$116,490.49 | | |
| Less Repayments— | | | |
| Overcharge to shippers | | \$99.96 | |
| Other repayments | | 11.19 | |
| Total deductions | | \$821.15 | |
| Total freight revenue | | | \$115,669.84 |
| Total passenger and freight earnings | | | \$148,623.84 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Car mileage—balance | \$1,478.45 | | |
| Telegraph line | 766.78 | | |
| Other sources—miscellaneous | 184.01 | | |
| Total other earnings | | | \$2,879.24 |
| Total gross earnings from operation—Minnesota | | | \$146,002.58 |
| Total gross earnings from operation—entire line | | | \$184,258.81 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|-------------|
| Repairs of roadway | \$23,707.48 |
| Renewals of ties | 13,413.06 |
| Repairs and renewals of bridges and culverts | 7,323.14 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 279.12 |
| Repairs and renewals of buildings and fixtures | 2,364.55 |
| Repairs and renewals of telegraph | 725.75 |
| Stationery and printing | 11.17 |
| Total | \$47,824.27 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-------------|
| Superintendence | \$1,680.00 |
| Repairs and renewals of locomotives | 4,899.70 |
| Repairs and renewals of passenger cars | 1,454.27 |
| Repairs and renewals of freight cars | 5,499.08 |
| Repairs and renewals of shop machinery and tools | 246.55 |
| Stationery and printing | 35.15 |
| Total | \$13,814.75 |

CONDUCTING TRANSPORTATION.

| | |
|--|-------------|
| Superintendence | \$3,900.00 |
| Engine and roundhouse men | 10,815.46 |
| Fuel for locomotives | 14,928.78 |
| Water supply for locomotives | 85.00 |
| Oil, tallow and waste for locomotives | 705.31 |
| Other supplies for locomotives | 71.21 |
| Train service | 6,928.34 |
| Train supplies and expenses | 1,196.28 |
| Switchmen, flagmen and watchmen | 960.00 |
| Telegraph expenses | 1,063.00 |
| Station service | 11,376.09 |
| Station supplies | 1,106.42 |
| Switching charges—balance | 1,853.75 |
| Hire of equipment—balance | 66.00 |
| Injuries to persons | 83.38 |
| Clearing wrecks | 128.25 |
| Operating marine equipment | 9.45 |
| Outside agencies | 56.75 |
| Commissions | 264.34 |
| Rents for tracks, yards and terminals—page 47, B. | 57.04 |
| Rents of buildings and other property | 2,612.03 |
| Other expenses | 768.04 |
| Total | \$59,032.92 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|---|-------------------|
| Salaries of general officers..... | \$1,200.00 |
| Salaries of clerks and attendants..... | 480.00 |
| General office expenses and supplies..... | 1,119.36 |
| Insurance..... | 437.89 |
| Law expenses..... | 10.00 |
| Stationery and printing (general officers)..... | 384.01 |
| Other expenses..... | 544.98 |
| Total..... | \$4,176.24 |

RECAPITULATION OF EXPENSES.

| | |
|---|---------------------|
| Maintenance of way and structures | \$47,824.27 |
| Maintenance of equipment..... | 13,814.75 |
| Conducting transportation..... | 59,032.93 |
| General expenses..... | 4,176.24 |
| Grand total..... | \$124,848.19 |
| Percentage of expenses to earnings—entire line..... | 67.75 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|--------------------|
| Maintenance of way and structures..... | \$37,895.95 |
| Maintenance of equipment..... | 10,946.81 |
| Conducting transportation..... | 46,777.69 |
| General expenses | 3,809.25 |
| Total..... | \$98,929.70 |
| Percentage of expenses to earnings—Minnesota..... | 67.75 |

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|--------------------------|-------------------------------|---|-------|-------------------|
| Yards..... | Winona, Minn..... | Winona Bridge Ry. Co..... | | \$1,200.00 |
| Terminals..... | Winona, Minn..... | C., M. & St. P. Ry. Co..... | | 1,412.03 |
| Grand total..... | | | | \$2,612.03 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 46.)

| JUNE 30, 1898. | | ASSETS. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|----------------|---------------------------------------|----------------|----------------|----------------------------|-----------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| \$1,250,000.00 | | Cost of road—page 27 | \$1,250,000.00 | ..... | ..... | ..... |
| 16,061.31 | | Cash and current assets—page 28 | 72,831.86 | ..... | 856,740.58 | ..... |
| 11,140.81 | | OTHER ASSETS— | 5,865.79 | ..... | ..... | 85,475.02 |
| | | Materials and supplies..... |  | ..... | ..... | ..... |
| | \$1,277,232.12 | Grand total..... | | \$1,328,697.68 | 856,740.58 | 85,475.02 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | LIABILITIES. | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|----------------|----------------|---------------------------------|----------------|----------------|----------------------------|------------|
| Item. | Total. | | Item. | Total. | Increase. | Decrease. |
| | | | | | | |
| \$100,000.00 | | Capital stock—page 17 | \$100,000.00 | ..... |  |  |
| 1,150,000.00 | | Funded debt—page 23 | 1,150,000.00 | ..... |  |  |
| 16,060.21 | | Current liabilities—page 28 | 10,232.21 | ..... |  | \$4,858.00 |
| 2,823.68 | | Taxes accrued not yet due | 2,826.78 | ..... | \$62.20 | |
| 9,313.33 | | Profit and loss—page 81 (or 83) | 68,550.01 | ..... | 58,731.68 | |
| | \$1,277,232.12 | Grand total | | \$1,329,698.00 | \$54,236.88 | \$4,858.00 |

(Page 58.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

8. The interest coupons due Jan. 1, 1899, and July 1, 1899, cancelled by bondholders and the Railway Company thereby released from payment of same.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with United States Express Company effective Dec. 1, 1898, for transportation of express goods over entire line of road at a rate of \$125 per month.

2. Contract with the United States Post Office Department June 1, 1895, to carry mails upon this road at \$71.82 for 113.62 miles per annum.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment Mortgaged. |
|------------------------------|----------------------|-------------------|--------|--------------------------------------|---------------------------|
| | From | To | Miles. | | |
| First mortgage bonds | Winona, Minn. | Osage, Iowa. | 113.2 | \$1,015.90 | All. |

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Compen- sation. |
|---|---------|---------------------------------------|------------------------------------|--|
| General officers | 4 | 1,440 | \$5,100.00 | \$3.54 |
| Other officers | 3 | 1,080 | 3,990.00 | 3.11 |
| General office clerks | 1 | 390 | 480.00 | 1.33 |
| Station agents | 16 | 5,760 | 8,754.43 | 1.52 |
| Other station men | 2 | 688 | 892.98 | 1.29 |
| Enginemen | 5 | 1,553 | 5,698.55 | 3.67 |
| Firemen | 5 | 1,566 | 3,142.29 | 2.01 |
| Conductors | 3 | 1,115 | 3,691.42 | 3.31 |
| Other trainmen | 6 | 2,020 | 3,347.91 | 1.66 |
| Machinists | 2 | 535 | 1,214.81 | 2.27 |
| Carpenters | 10 | 1,796 | 3,689.29 | 2.05 |
| Other shopmen | 9 | 3,174 | 4,757.26 | 1.50 |
| Section foremen | 15 | 5,400 | 8,150.00 | 1.51 |
| Other trackmen | 38 | 7,687 | 9,594.93 | 1.25 |
| Switchmen, flagmen and watchmen | 2 | 720 | 960.00 | 1.33 |
| Telegraph operators and dispatchers | 1 | 390 | 969.96 | 2.78 |
| Employees—account floating equipment | 3 | 1,117 | 2,056.96 | 1.84 |
| All other employees and laborers | 2 | 720 | 1,320.00 | 1.83 |
| Total (inc. general officers)—Minnesota | 127 | 37,091 | \$67,210.76 | \$1.81 |
| Less general officers | 4 | 1,440 | 5,100.00 | 3.54 |
| Total (exc. general officers)—Minnesota | 123 | 35,651 | \$62,110.76 | \$1.74 |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration | 5 | 1,800 | \$5,580.00 | \$3.10 |
| Maintenance of way and structures | 67 | 16,323 | 24,994.19 | 1.53 |
| Maintenance of equipment | 15 | 5,186 | 9,149.03 | 1.76 |
| Conducting transportation | 40 | 13,782 | 27,487.54 | 1.99 |
| Total (inc. general officers)—Minnesota | 127 | 37,091 | \$67,210.76 | \$1.81 |
| Less general officers | 4 | 1,440 | 5,100.00 | 3.54 |
| Total (exc. general officers)—Minnesota | 123 | 35,651 | \$62,110.76 | \$1.74 |
| Total (inc. general officers)—entire line | 144 | 41,958 | \$74,320.00 | \$1.77 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. |
|---|--|-------------------------------------|
| | | Dols. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue | 33,950 | |
| Number of passengers carried one mile | 755,704 | |
| Number of passengers carried one mile per mile of road | 8,424.8 | |
| Average distance carried | 22.2 | |
| Total passenger revenue—page 35 | | \$20,817.12 |
| Average amount received from each passenger | | .61.316 |
| Average receipts per passenger per mile | | .02.768 |
| Total passenger earnings—page 35 | | 27,954.00 |
| Passenger earnings per mile of road | | 311.65 |
| Passenger earnings per train mile | | .49.777 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63 | 97,020 | |
| Number of tons carried one mile | 5,239,080 | |
| Number of tons carried one mile per mile of road | 58,406.68 | |
| Average distance haul of one ton | 54 | |
| Total freight revenue—page 35 | | 115,669.34 |
| Average amount received for each ton of freight | | 1.19.222 |
| Average receipts per ton per mile | | .22.078 |
| Total freight earnings—page 35 | | 115,669.34 |
| Freight earnings per mile of road | | 1,289.51 |
| Freight earnings per train mile | | 2.05.971 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35 | | 136,486.46 |
| Passenger and freight revenue per mile of road | | 1,521.58.818 |
| Passenger and freight earnings—page 35 | | 143,623.34 |
| Passenger and freight earnings per mile of road | | 1,601.15.206 |
| Gross earnings from operation—page 35 | | 146,002.58 |
| Gross earnings from operation per mile of road | | 1,627.67.648 |
| Gross earnings from operation per train mile | | 129.99.268 |
| Operating expenses—page 45 | | 98,929.70 |
| Operating expenses per mile of road | | 1,102.89.521 |
| Operating expenses per train mile | | .88.081 |
| Income from operation—page 31 | | 59,405.62 |
| Income from operation per mile of road | | 524.78 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains | 56,158 | |
| Miles run by freight trains | 56,158 | |
| Total mileage trains earning revenue | 112,316 | |

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Rev- enue and Rates. | | |
|--|--|------------------------------------|------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 42,845 | | | |
| Number of passengers carried one mile..... | 953,691 | | | |
| Number of passengers carried one mile per mile of road.... | 8,483 | | | |
| Average distance carried, miles..... | 22.2 | | | |
| Total passenger revenue—page 35..... | | \$26,270.08 | | |
| Average amount received from each passenger..... | | | .61 | 315 |
| Average receipts per passenger per mile..... | | | .02 | 754 |
| Total passenger earnings—page 35..... | | 35,277.05 | | |
| Passenger earnings per mile of road..... | | | 311 | 64 |
| Passenger earnings per train mile..... | | | .49 | 782 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 122,413 | | | |
| Number of tons carried one mile..... | 6,610,292 | | | |
| Number of tons carried one mile per mile of road..... | 58,394.80 | | | |
| Average distance haul of one ton, miles..... | .54 | | | |
| Total freight revenue—page 35..... | | 145,973.45 | | |
| Average amount received for each ton of freight..... | | | 1.19 | 247 |
| Average receipts per ton per mile..... | | | 2 | 208 |
| Total freight earnings—page 35..... | | 145,973.45 | | |
| Freight earnings per mile of road..... | | 1,289.52 | | |
| Freight earnings per train mile..... | | | 2.05 | 993 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 172,244.43 | | |
| Passenger and freight revenue per mile of road..... | | 1,521.59 | | 390 |
| Passenger and freight earnings—page 35..... | | 181,251.10 | | |
| Passenger and freight earnings per mile of road..... | | 1,601.15 | | 812 |
| Gross earnings from operation—page 35..... | | 184,253.81 | | |
| Gross earnings from operation per mile of road..... | | 1,627.68 | | 383 |
| Gross earnings from operation per train mile..... | | 130.00 | | 706 |
| Operating expenses—page 45..... | | 124,848.19 | | |
| Operating expenses per mile of road..... | | 1,102.89 | | 655 |
| Operating expenses per train mile..... | | | .88 | 091 |
| Income from operation—page 31..... | | 59,405.62 | | |
| Income from operation per mile of road..... | | 524.75 | | |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 70,863 | | | |
| Miles run by freight trains..... | 70,863 | | | |
| Total mileage trains earning revenue..... | 141,726 | | | |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Revenue and Rates. | Dols. Cts. Mills. |
|--|--|-------------------------------------|-------------------|
| | | | |
| PASSENGER TRAFFIC— | | | |
| Number of passengers carried earning revenue..... | 33,950 | | |
| Number of passengers carried one mile..... | 755,704 | | |
| Number of passengers carried one mile per mile of road..... | 8,424.8 | | |
| Average distance carried..... | 22.2 | | |
| Total passenger revenue—page 35..... | | \$20,817.12 | |
| Average amount received from each passenger..... | | | .61.316 |
| Average receipts per passenger per mile..... | | | .02.708 |
| Total passenger earnings—page 35..... | | 27,954.00 | |
| Passenger earnings per mile of road..... | | | 311.65 |
| Passenger earnings per train mile..... | | | 49.777 |
| FREIGHT TRAFFIC— | | | |
| Number of tons carried of freight earning revenue—page 63..... | 97,020 | | |
| Number of tons carried one mile..... | 5,239,080 | | |
| Number of tons carried one mile per mile of road..... | 58,406.68 | | |
| Average distance haul of one ton..... | 54 | | |
| Total freight revenue—page 35..... | | 115,669.34 | |
| Average amount received for each ton of freight..... | | | 1.19.222 |
| Average receipts per ton per mile..... | | | .22.078 |
| Total freight earnings—page 35..... | | 115,669.34 | |
| Freight earnings per mile of road..... | | | 1,289.51 |
| Freight earnings per train mile..... | | | 2.05.971 |
| PASSENGER AND FREIGHT— | | | |
| Passenger and freight revenue—page 35..... | | 136,486.46 | |
| Passenger and freight revenue per mile of road..... | | | 1,521.58.818 |
| Passenger and freight earnings—page 35..... | | 149,623.34 | |
| Passenger and freight earnings per mile of road..... | | | 1,601.15.206 |
| Gross earnings from operation—page 35..... | | 146,002.58 | |
| Gross earnings from operation per mile of road..... | | | 1,627.67.648 |
| Gross earnings from operation per train mile..... | | | 129.99.268 |
| Operating expenses—page 45..... | | 98,929.70 | |
| Operating expenses per mile of road..... | | | 1,102.89.521 |
| Operating expenses per train mile..... | | | .88.081 |
| Income from operation—page 81..... | | 59,405.62 | |
| Income from operation per mile of road..... | | | 524.78 |
| TRAIN MILEAGE— | | | |
| Miles run by passenger trains..... | 56,158 | | |
| Miles run by freight trains..... | 56,158 | | |
| Total mileage trains earning revenue..... | 112,316 | | |

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Column for Rev- enue and Rates. | | |
|--|--|------------------------------------|----------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 42,845 | | | |
| Number of passengers carried one mile..... | 953,691 | | | |
| Number of passengers carried one mile per mile of road..... | 8,493 | | | |
| Average distance carried, miles..... | 22.2 | | | |
| Total passenger revenue—page 35..... | | \$36,270.98 | | |
| Average amount received from each passenger..... | | | .61 | .815 |
| Average receipts per passenger per mile..... | | | .02 | .754 |
| Total passenger earnings—page 35..... | | 35,277.65 | | |
| Passenger earnings per mile of road..... | | | 311.64 | |
| Passenger earnings per train mile..... | | | .49 | .782 |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 122,413 | | | |
| Number of tons carried one mile..... | 6,610,292 | | | |
| Number of tons carried one mile per mile of road..... | 58,394.80 | | | |
| Average distance haul of one ton, miles..... | .54 | | | |
| Total freight revenue—page 35..... | | 145,973.45 | | |
| Average amount received for each ton of freight..... | | | 1.19 | .247 |
| Average receipts per ton per mile..... | | | 2.208 | |
| Total freight earnings—page 35..... | | 145,973.45 | | |
| Freight earnings per mile of road..... | | | 1,289.52 | |
| Freight earnings per train mile..... | | | 2.05 | .998 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 172,244.43 | | |
| Passenger and freight revenue per mile of road..... | | | 1,521.59 | .890 |
| Passenger and freight earnings—page 35..... | | 181,251.10 | | |
| Passenger and freight earnings per mile of road..... | | | 1,601.15 | .812 |
| Gross earnings from operation—page 35..... | | 184,253.81 | | |
| Gross earnings from operation per mile of road..... | | | 1,627.68 | .883 |
| Gross earnings from operation per train mile..... | | | 130.00 | .706 |
| Operating expenses—page 45..... | | 124,848.19 | | |
| Operating expenses per mile of road..... | | | 1,102.89 | .655 |
| Operating expenses per train mile..... | | | .88 | .091 |
| Income from operation—page 81..... | | 59,405.62 | | |
| Income from operation per mile of road..... | | | 524.78 | |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 70,863 | | | |
| Miles run by freight trains..... | 70,863 | | | |
| Total mileage trains earning revenue..... | 141,726 | | | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Carriers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|---|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | 47,027 | ..... | 47,027 | 48.48 |
| Flour | 69 | 330 | 389 | .39 |
| Other mill products ..... | ..... | 425 | 425 | .44 |
| Fruit and vegetables | 1,408 | 93 | 1,501 | 1.55 |
| Live stock | 7,035 | 228 | 7,263 | 7.49 |
| Poultry, game and fish | 42 | 3 | 45 | .05 |
| Wool | 50 | ..... | 50 | .05 |
| Hides and leather | 43 | 4 | 47 | .05 |
| Anthracite coal ..... | ..... | 2,461 | 2,461 | 2.53 |
| Bituminous coal | 60 | 3,509 | 3,569 | 3.68 |
| Stone, sand and other like articles | 5,404 | 264 | 5,668 | 5.84 |
| Lumber | 5,526 | 2,352 | 7,878 | 8.12 |
| Petroleum and other oils | 88 | 5,044 | 5,082 | 5.24 |
| Sugar ..... | ..... | 86 | 86 | .06 |
| Castings and machinery | 91 | 331 | 422 | .45 |
| Cement, brick and lime | 1,508 | 3,250 | 4,758 | 4.90 |
| Agricultural implements | 71 | 608 | 679 | .70 |
| Wagons, carriages, tools, etc | 1,971 | 89 | 2,060 | 2.12 |
| Wines, liquors and beers | 10 | 59 | 49 | .05 |
| Household goods and furniture | 185 | 160 | 345 | .36 |
| Merchandise | 3,872 | 2,255 | 6,127 | 6.32 |
| Miscellaneous—Other commodities not men- tioned above | 595 | 494 | 1,089 | 1.12 |
| Total tonnage—Minnesota | 75,005 | 22,015 | 97,020 | 100.00 |
| Total tonnage—Entire line | 94,655 | 27,758 | 122,413 | 100.00 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added During Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automat- ic Coupler. | | |
|--------------------------------------|------------------------------|---------------------------------|---------------------------------------|--------------------|--|------------|--|
| | | | No. | Name. | No. | Name. | |
| LOCOMOTIVES—Owned and Leased: | | | | | | | |
| Passenger..... | | 1 | 1 | New York | | | |
| Freight | | 4 | 4 | Westinghouse | | | |
| Switching | | 1 | | | | | |
| Total locomotives in service..... | | 6 | 5 | | | | |
| Total locomotives owned..... | | 6 | | | | | |
| CARS—Owned and Leased: | | | | | | | |
| IN PASSENGER SERVICE— | | | | | | | |
| First-class cars | | 4 | 4 | Westinghouse ... | 4 | Miller. | |
| Combination cars | | 2 | 2 | Westinghouse ... | 2 | Miller. | |
| Total..... | | 6 | 6 | | 6 | | |
| IN FREIGHT SERVICE— | | | | | | | |
| Box cars..... | | 200 | 102 | New York | { 163 | St. Louis. | |
| Flat cars..... | | 84 | | | 28 | Hein. | |
| Coal cars..... | | 10 | | | | | |
| Total..... | | 294 | 102 | | 191 | | |
| IN COMPANY'S SERVICE— | | | | | | | |
| Caboose cars..... | | 4 | | | | | |
| Total..... | | 4 | | | | | |
| Total cars in service..... | | 304 | 108 | | 197 | | |
| Total cars owned..... | | 304 | 108 | | 197 | | |

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EXPLANATORY REMARKS.

In 1898 we reported 2 passenger locomotives, since that time 1 of them has been put into scrap. 31 of the flat cars reported on page 65 are old gravel flats and are not used in freight service.

732 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Operated. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | Iron. | Steel. |
| Miles of single track | 113.2 | ..... | 113.2 | ..... | 113.2 |
| Miles of yard track and sidings | 13.06 | ..... | 13.06 | ..... | 13.06 |
| Total mileage operated (all tracks) .. | 126.26 | ..... | 126.26 | ..... | 126.26 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | | | |
|---------------------------------------|-------|-------|-------|-------|-------|
| Minnesota | 89.7 | ..... | 89.7 | ..... | 89.7 |
| Iowa | 23.5 | ..... | 23.5 | ..... | 23.5 |
| Total mileage operated (single track) | 113.2 | ..... | 113.2 | ..... | 113.2 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | RAILS. | |
|---------------------------------------|------------------------------------|---------------------|----------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | Iron. | Steel. |
| Minnesota | 89.7 | ..... | 89.7 | ..... | 89.7 |
| Iowa | 23.5 | ..... | 23.5 | ..... | 23.5 |
| Total mileage owned (single track) .. | 113.2 | ..... | 113.2 | ..... | 113.2 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Operated. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | Iron. | Steel. |
| Miles of single track | 89.7 | ..... | 89.7 | ..... | 89.7 |
| Miles of yard track and sidings | 10.44 | ..... | 10.44 | ..... | 10.44 |
| Total mileage operated (all tracks) .. | 100.14 | ..... | 100.14 | ..... | 100.14 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OF MINNESOTA | 89.7 | ..... | 89.7 | ..... | 89.7 |
|---------------------------------------|------|-------|------|-------|------|
| Total mileage operated (single track) | 89.7 | ..... | 89.7 | ..... | 89.7 |

C. Mileage of Line Owned by States and Territories (Single Track).

Same as above.

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| New Ties Laid During Year—Kind. | Number. | Av'ge Price at Distribut- ing Point. |
|---------------------------------|---------|--|
| Tamarack..... | 14,816 | \$0.30 |
| Tamarack..... | 3,687 | .35 |
| Oak..... | 3,045 | .30 |
| Cedar..... | 3,773 | .30 |
| Pine..... | 1,658 | .30 |
| Total..... | 26,479 | \$0.30.70 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bitumi- nous. | WOOD—CORDS. | | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|----------------------------|---------------------------------|-------------|--------|----------------------------------|------------|--|
| | | Hard. | Soft. | | | |
| Passenger..... | 155,397 | ..... | 4,774 | 160,171 | 56,158 | 57.04 |
| Freight..... | 310,808 | ..... | 4,774 | 315,577 | 56,158 | 111.24 |
| Total..... | 466,200 | ..... | 9,548 | 475,748 | 112,316 | ..... |
| Av. cost at dist'g point.. | \$2.50 | ..... | \$1.75 | ..... | ..... | ..... |

(Page 71.)

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|-------------------|-----------|---------|--|---------|---------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| | | | | | | | | |
| Other causes..... | | | | | 1 | 1 | 1 | 1 |
| Total..... | | | | | 1 | 1 | 1 | 1 |

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|-------------------|-------------|---------|--------------|---------|---------------------|---------|---------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| | | | | | | | | |
| At stations..... | | | 2 | | | | 2 | |
| Total..... | | | 2 | | | | 2 | |

(Page 70.)

EXPLANATORY REMARKS.

Other Employees Killed—Other Causes—On Dec. 19, 1898, W. Connors, section foreman, at, tempted to get his handcar out of way of a passenger train. The train struck the handcar, injuring the man to such an extent that he died within thirty-six hours after the accident.

Other Employees Injured—Other Causes—On Dec. 19, 1898, Jos. Winczeski, track man, was injured assisting section foreman when above accident occurred.

Others Trespassing Killed—At Stations—On Nov. 30, 1898, Chas. Stinchfield, 15 years of age, in jumping on and off freight train at Dover, Minn., fell beneath train and was injured to the extent that he died within forty-eight hours after the accident.

Others Trespassing Killed—At Stations—On July 1, 1899, M. Russmusson stepped onto the track behind a freight train that was standing at Sugar Loaf, Minn., loading freight. The man walked on track in an opposite direction from that of the train. The train backed up, running over and killing him.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT.* | | | PROFILE. | | | | | |
|--------------------------------|------------------|--------|--------------------------|---|---|-------------------|-----------------------------|--|--------------------|-----------------------------|---|-------|
| From | To | Miles. | Num- ber of Curves | Aggreg't Length of Curved Line. Miles. | Length of Straight Line. Miles. | Ascending Grades. | | | Descending Grades. | | | |
| | | | | | | No. | Sum of Ascents. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descents Feet. | Aggregate Length of Descending Grades. Miles. | |
| Winona, Minn..... | Osage, Iowa..... | 113.2 | 173 | 30.96 | 82.24 | 24.50 | 73 | 195.2 | 52.00 | 70 | 118.4 | 36.70 |
| Total..... | | 113.2 | 173 | 30.96 | 82.24 | 24.50 | 73 | 195.2 | 52.00 | 70 | 118.4 | 36.70 |

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. | ITEM. | Number. | Height of Lowest Above Surface of Rail, Ft. In. |
|---------------|---------|-------------------------|-----------------------|-----------------------|-----------------------------|---------|---|
| Bridges— | | | | | Overhead Highway Crossings— | | |
| Wooden..... | 3 | 328 | ..... | ..... | Trestles..... | 13 | 12.00 |
| Total..... | 3 | 328 | ..... | ..... | Total..... | 13 | 12.00 |
| Trestles..... | 88 | 18,204 | 16 | 811 | Overhead Railway Crossings— | | |
| | | | | | Trestles..... | 3 | 21.00 |
| | | | | | Total..... | 3 | 21.00 |

Gauge of track, 4 feet 8½ inches. 113.20 miles.

TELEGRAPH.

Owned by Company Making this Report.

Operated by this Company—Miles of line, 113.2. Miles of wire, 113.2.

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock, Not the Property of Railroads Nor Consigned for Use by Lease.

| CARS USED. | | COMPENSATION. | |
|--|-------------------|----------------------|----------|
| Name of Owner. | Description. | Rate, Cts. per mile. | Amount. |
| Canda Cattle Car Co..... | Stock..... | 6-10 | \$14.84 |
| Merchants' Despatch Trans. Co..... | Refrigerator..... | 3-4 | 39.57 |
| Street's Stable Car Line..... | Stock..... | 6-10 | 12.64 |
| Titusville Oil Works..... | Tank..... | 3-4 | .72 |
| Union Tank Line..... | Tank..... | 3-4 | 21.44 |
| Union Ref. Transit Co..... | Refrigerator..... | 3-4 | 4.21 |
| Live Poultry Transportation Co..... | Poultry Car..... | 6-10 | 3.76 |
| Continental Fruit Express..... | Refrigerator..... | 3-4 | 9.60 |
| Chicago Refrigerator Car Line..... | Refrigerator..... | 3-4 | .10 |
| New York Despatch Refrigerator Line..... | Refrigerator..... | 3-4 | 12.85 |
| Keystone Palace Horse Car Line..... | Stock..... | 6-10 | .48 |
| The Paragon Refining Co..... | Tank..... | 3-4 | 2.32 |
| New England Car Co..... | Stock..... | 6-10 | .39 |
| Armour Car Line..... | Refrigerator..... | 3-4 | 27.86 |
| J. Deere & Co..... | Box..... | 6-10 | .43 |
| Peerless Tank Line..... | Tank..... | 3-4 | 1.68 |
| Dairy Dealers' Despatch..... | Refrigerator..... | 3-4 | 1.68 |
| Manhattan Oil Co..... | Tank..... | 3-4 | .12 |
| St. Charles Refrigerator Line..... | Refrigerator..... | 3-4 | .77 |
| Total..... | | | \$155.46 |

Wisconsin, Minnesota & Pacific Railroad Co.

(Page 8.)

HISTORY.

1. Name of common carrier making this report? Wisconsin, Minnesota & Pacific Railroad Co.
2. Date of organization? May 23, 1857.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota. March 9, 1867; February 24, 1872; March 1, 1875; March 2, 1883.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Organized as Minnesota Central Railroad Co.; name changed to Wisconsin, Minnesota & Pacific Railway Co. August 10, 1883; receiver appointed August 22, 1893; road sold November 16, 1893; reorganized as the Wisconsin, Minnesota & Pacific Railroad Co. April 24, 1894.

(Page 5.)

ORGANIZATION.

| Name of Directors. | Postoffice Address. | Date of Expiration of Term. |
|---------------------|------------------------|-----------------------------|
| R. R. Cable..... | Chicago, Ill..... | April, 1900 |
| Robert Mather..... | Chicago, Ill..... | April, 1900 |
| A. E. Clarke..... | Minneapolis, Minn..... | April, 1900 |
| Joseph Gaskell..... | Minneapolis, Minn..... | April, 1900 |
| W. F. Booth..... | Minneapolis, Minn..... | April, 1900 |

Total number of stockholders at date of last election? 1.

Date of last meeting of stockholders for election of directors? April 10, 1899.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? F. Nay, Auditor, Minneapolis, Minn.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|-----------------------------|-------------------|---------------------|
| President..... | R. R. Cable..... | Chicago, Ill. |
| Vice-president..... | A. E. Clarke..... | Minneapolis, Minn. |
| Secretary..... | L. B. Arnold..... | Minneapolis, Minn. |
| Treasurer..... | Joseph Gaskell... | Minneapolis, Minn. |
| General solicitor..... | A. E. Clarke..... | Minneapolis, Minn. |
| Auditor..... | F. Nay..... | Minneapolis, Minn. |
| General manager..... | L. F. Day..... | Minneapolis, Minn. |
| Chief engineer..... | H. G. Kelley..... | Minneapolis, Minn. |
| General superintendent.... | T. E. Clarke | Minneapolis, Minn. |
| General freight agent..... | W. M. Hopkins... | Minneapolis, Minn. |
| Asst. gen. freight agent... | R. G. Brown..... | Minneapolis, Minn. |
| General passenger agent.... | A. B. Cutts..... | Minneapolis, Minn. |
| General ticket agent..... | A. B. Cutts..... | Minneapolis, Minn. |
| General baggage agent.... | A. B. Cutts..... | Minneapolis, Minn. |
| Land commissioner..... | L. B. Arnold..... | Minneapolis, Minn. |

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for Each Road Named. | Miles of Line for Each Class of Roads Named. |
|--|---------------------|-----------------------|------------------------------------|--|
| | * From | To | | |
| 1. <i>a</i> Wis., Minn. & Pac. R. R. Co. | Red Wing, Minn..... | Mankato, Minn..... | 93.70 | ..... |
| Wis., Minn. & Pac. R. R. Co. | Morton, Minn..... | So. Dak. State Line.. | 84.06 | 177.76 |
| Total..... | ..... | ..... | ..... | 177.76 |

(Page 9.)

PROPERTY OPERATED.

| | | | | |
|--|---------------------|---------------------|--------|--------|
| 1. <i>a</i> Wis., Minn. & Pac. R. R. Co. | Red Wing, Minn..... | Mankato, Minn..... | 93.70 | ..... |
| Wis., Minn. & Pac. R. R. Co. | Morton, Minn..... | Watertown, So. Dak. | 122.90 | ..... |
| Total..... | ..... | ..... | ..... | 216.60 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|----------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common..... | 50,000 | \$100.00 | \$5,000,000 | \$5,000,000.00 | ..... | ..... |
| Total..... | 50,000 | \$100.00 | \$5,000,000 | \$5,000,000.00 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding. | Total Cash Realized. |
|--|--------------------------------------|---|---|----------------------|
| Issued for reorganization, common..... | 50,000 | ..... | 50,000 | ..... |
| Total..... | 50,000 | ..... | 50,000 | ..... |

REMARKS.—Stock is held by R. R. Cable, trustee. No cash in transaction.

(Page 19.)

FUNDED DEBT.

This company has no bonds. The entire property is covered by a mortgage to the United States Trust Company to confirm the mortgage given by the Chicago, Rock Island & Pacific Ry. Co. to secure its collateral and extension bonds.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.

See pages 30 and 49.

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|----------------|---------------------------------------|--------------------------|-------------|
| | | To Railroads. | To Other Properties. (Page 11.) | Miles. | Amount. |
| Capital stock—page 17..... | \$5,000,000.00 | \$5,000,000.00 | ..... | 216.60 | \$23,084.00 |
| Bonds—page 19 (grand total)..... | ..... | ..... | ..... | ..... | ..... |
| Equipment trust obligations—page 21..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | \$5,000,000.00 | \$5,000,000.00 | ..... | 216.60 | \$23,084.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|--|----------------|--------------|----------------|--------------------------|-------------|
| | | | | Miles. | Amount. |
| Wisconsin, Minnesota & Pacific R. R. Co..... | \$5,000,000.00 | ..... | \$5,000,000.00 | 216.60 | \$23,084.00 |
| Grand total..... | \$5,000,000.00 | ..... | \$5,000,000.00 | 216.60 | \$23,084.00 |

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

This information not in my possession. I have only the operating accounts.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|--------------|-------------|
| Gross earnings from operation—page 35..... | \$292,702.10 | |
| Less operating expenses—page 45..... | 219,829.11 | |
| Income from operation..... | | \$72,872.99 |
| Miscellaneous income, less expenses—page 41..... | \$896.33 | |
| Income from other sources..... | | 896.33 |
| Total income..... | | \$73,769.32 |
| DEDUCTIONS FROM INCOME— | | |
| Taxes..... | \$10,408.47 | |
| Other deductions..... | 1,057.50 | |
| Total deductions from income..... | | 11,460.97 |
| Net income..... | | \$62,308.35 |
| Surplus from operations of year ending June 30, 1899..... | | \$62,308.35 |
| Surplus on June 30, 1898—from "general balance sheet," 1898 report..... | | |

See page 49

(Page 30.)

EXPLANATORY REMARKS.

Other Deductions—Amounts paid in perfecting title to right of way, \$1,057.50.

The results from operation, as shown on the following page (31), cover only a portion of the year ended June 30, 1899, as follows: The portion of the road extending from Morton, Minn., to Watertown, S. D., was operated by this company July 1, 1898, to Feb. 19, 1899. See page 53. The portion of the road extending from Red Wing, Minn., to Mankato, Minn., was operated by this company July 1, 1898, to May 31, 1899. See page 53.

742 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|---|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$44,426.70 | | |
| Less repayments— | | | |
| Tickets redeemed..... | | \$117.04 | |
| Other repayments..... | | 23.21 | |
| Total deductions..... | | \$140.25 | |
| Total passenger revenue..... | | | \$44,286.45 |
| Mail..... | | | 11,880.78 |
| Express..... | | | 2,803.61 |
| Extra baggage and storage..... | | | 1,602.09 |
| Other items..... | | | 259.93 |
| Total passenger earnings..... | | | \$60,832.86 |
| FREIGHT— | | | |
| Freight revenue..... | \$222,304.94 | | |
| Less repayments— | | | |
| Overcharge to shippers..... | | \$5,299.05 | |
| Total deductions..... | | \$5,299.05 | |
| Total freight earnings..... | | | \$217,005.89 |
| Total passenger and freight earnings..... | | | \$277,428.75 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Switching charges—balance..... | | | \$525.67 |
| Rents from tracks, yards and terminals—page 41.... | | | 2,127.84 |
| Other sources..... | | | 45.08 |
| Total other earnings..... | | | \$2,698.59 |
| Total gross earnings from operation—Minnesota.... | | | \$280,127.34 |
| Total gross earnings from operation—entire line.... | | | \$292,702.10 |

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|--------------------------|-------------------------------|--|------------|------------|
| Terminals..... | Red Wing, Minn..... | D. R. W. & S. R. R. Co.. | \$2,127.84 | |
| Total..... | | | | \$2,127.84 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|-------------------------------|---------------|----------------|---------------------------|
| Rent of lands and houses..... | \$896.33 | | \$896.33 |
| Total..... | \$896.33 | | \$896.33 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|---|--------------|
| Repairs of roadway | \$34,442.14 |
| Renewals of rails | 706.40 |
| Renewals of ties | 9,448.14 |
| Repairs and renewals of bridges and culverts | 46,772.44 |
| Repairs and renewals of fences, road crossings, signs and cattle guards | 3,578.53 |
| Repairs and renewals of buildings and fixtures | 3,637.42 |
| Repairs and renewals of telegraph | 1,833.19 |
| Stationery and printing | 76.34 |
| Total | \$100,494.60 |

MAINTENANCE OF EQUIPMENT.

| | |
|--|-------------|
| Superintendence | \$614.32 |
| Repairs and renewals of locomotives | 4,753.85 |
| Repairs and renewals of passenger cars | 2,064.58 |
| Repairs and renewals of freight cars | 3,408.61 |
| Repairs and renewals of work cars | 64.62 |
| Repairs and renewals of shop machinery and tools | 948.90 |
| Stationery and printing | 64.22 |
| Other expenses | 221.28 |
| Total | \$12,145.88 |

CONDUCTING TRANSPORTATION.

| | |
|---|-------------|
| Superintendence | \$324.94 |
| Engine and roundhouse men | 16,610.74 |
| Fuel for locomotives | 20,595.53 |
| Water supply for locomotives | 731.06 |
| Oil, tallow and waste for locomotives | 582.60 |
| Other supplies for locomotives | 225.35 |
| Train service | 11,099.71 |
| Train supplies and expenses | 1,804.67 |
| Switchmen, flagmen and watchmen | 548.05 |
| Telegraph expenses | 6,124.71 |
| Station service | 10,846.25 |
| Station supplies | 1,579.60 |
| Car mileage—balance | 2,654.79 |
| Hire of equipment—balance | 16,732.50 |
| Loss and damage | 1,622.48 |
| Injuries to persons | 175.64 |
| Clearing wrecks | 5.18 |
| Advertising | 315.24 |
| Outside agencies | 1,943.87 |
| Commissions | 89.47 |
| Rents of buildings and other property | 474.79 |
| Stationery and printing | 365.33 |
| Total | \$96,016.50 |

(Page 45.)

OPERATING EXPENSES—Continued.

| GENERAL EXPENSES. | | Amount. |
|--|--|-------------|
| Salaries of general officers..... | | \$3,990.63 |
| Salaries of clerks and attendants..... | | 3,500.54 |
| General office expenses and supplies..... | | 844.84 |
| Insurance..... | | 156.35 |
| Law expenses..... | | 1,439.04 |
| Stationery and printing (general offices)..... | | 235.07 |
| Other expenses..... | | 1,506.16 |
| Total..... | | \$11,172.63 |

RECAPITULATION OF EXPENSES.

| | |
|---|--------------|
| Maintenance of way and structures..... | \$100,494.60 |
| Maintenance of equipment..... | 12,145.38 |
| Conducting transportation..... | 96,016.50 |
| General expenses..... | 11,172.63 |
| Grand total..... | \$219,829.11 |
| Percentage of expenses to earnings—entire line..... | 75.10 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|--------------|
| Maintenance of way and structures..... | \$81,910.52 |
| Maintenance of equipment..... | 9,890.53 |
| Conducting transportation..... | 81,505.54 |
| General expenses..... | 9,311.40 |
| Total..... | \$182,617.99 |
| Percentage of expenses to earnings—Minnesota..... | 65.19 |

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COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

Having only the operating accounts of this company, a proper balance sheet cannot be made therefrom.

(Page 51.)

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

See page 49.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

On February 20, 1899, the portion of this road extending from Morton, Minn., to Watertown, S. D., 122.90 miles, was sold to the Minneapolis and St. Louis R. R. Co., and on and after that date that portion of the road was operated by and as a part of the property of the Minneapolis and St. Louis R. R. Co.

On June 1, 1899, the portion of the road extending from Red Wing, Minn., to Mankato, Minn., was transferred to the Chicago Great Western Ry. Co., and ceased to be operated by this company on and after that date.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Co.—Fixed compensation based on tonnage.

2. United States Postoffice Department.—Fixed compensation based on weight of mail.

5. The Minneapolis and St. Louis R. R. Co.—For the furnishing of equipment and operating the line, expenses and earnings being apportioned upon an agreed basis.

7. Covered by Minneapolis and St. Louis contract.

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SECURITY FOR FUNDED DEBT—Page 23.

See page 19.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. * | Total Number of Days Worked. | Total Yearly Compensation | Average Daily Compensation. |
|---|--------------|---------------------------------------|---------------------------------|-----------------------------------|
| General officers..... | | 542 | \$6,690.60 | \$12.35 |
| Other officers..... | | 180 | 758.99 | 4.21 |
| General office clerks..... | | 1,826 | 3,966.92 | 2.17 |
| Station agents..... | | 5,538 | 11,010.00 | 1.99 |
| Other station men..... | | 1,144 | 1,058.00 | .92 |
| Enginemen..... | | 1,928 | 7,226.92 | 3.75 |
| Firemen..... | | 2,116 | 4,767.12 | 2.25 |
| Conductors..... | | 924 | 3,326.16 | 3.60 |
| Other trainmen..... | | 2,562 | 4,350.42 | 1.70 |
| Carpenters..... | | 1,180 | 3,730.00 | 3.16 |
| Other shopmen..... | | 672 | 1,035.00 | 1.54 |
| Section foremen..... | | 8,496 | 14,738.00 | 1.73 |
| Other trackmen..... | | 11,074 | 11,348.35 | 1.02 |
| Switchmen, flagmen and watchmen..... | | 287 | 385.00 | 1.34 |
| Telegraph operators and dispatchers..... | | 989 | 1,680.00 | 1.79 |
| All other employes and laborers..... | | 2,261 | 5,640.06 | 2.50 |
| Total (including gen. officers)—Minn..... | | 41,669 | \$81,711.54 | \$1.96 |
| Less general officers..... | | 542 | 6,690.60 | 12.35 |
| Total (excluding gen. officers)—Minn..... | | 41,127 | \$75,020.94 | \$1.82 |
| DISTRIBUTION OF ABOVE: | | | | |
| General Administration..... | | 2,888 | \$12,262.52 | \$4.25 |
| Maintenance of Way and Structures..... | | 20,248 | 27,778.37 | 1.37 |
| Maintenance of Equipment..... | | 2,191 | 5,611.01 | 2.56 |
| Conducting Transportation..... | | 16,342 | 36,059.64 | 2.21 |
| Total (including gen. officers)—Minn..... | | 41,669 | \$81,711.54 | \$1.96 |
| Less general officers..... | | 542 | 6,690.60 | 12.35 |
| Total (excluding gen. officers)—Minn..... | | 41,127 | \$75,020.94 | \$1.82 |
| Total (includg. gen. officers)—entire line..... | | 45,859 | 88,251.31 | 1.93 |

* See page 53.

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Rev- enue and Rates. |
|---|--|-------------------------------------|
| | | Dols. Cts. Mls. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue | 71,841 | |
| Number of passengers carried one mile | 1,606,821 | |
| Number of passengers carried one mile per mile of road | 12,180 | |
| Average distance carried | 24 | |
| Total passenger revenue—page 35 | | \$44,296.45 |
| Average amount received from each passenger | | .61.645 |
| Average receipts per passenger per mile | | .02.610 |
| Total passenger earnings—page 35 | | 60,882.86 |
| Passenger earnings per mile of road | | 481.29 |
| Passenger earnings per train mile | | .71.664 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63 | 272,696 | |
| Number of tons carried one mile | 10,721,717 | |
| Number of tons carried one mile per mile of road | 76,644 | |
| Average distance haul of one ton | 89 | |
| Total freight revenue—page 35 | | 217,096.89 |
| Average amount received for each ton of freight | | .79.628 |
| Average receipts per ton per mile | | .02.025 |
| Total freight earnings—page 35 | | 217,096.89 |
| Freight earnings mile of road | | 1,551.90 |
| Freight earnings per train mile | | 2.67.597 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35 | | 261,882.84 |
| Passenger and freight revenue per mile of road | | 1,968.48 |
| Passenger and freight earnings—page 35 | | 277,428.75 |
| Passenger and freight earnings per mile of road | | 1,968.19 |
| Gross earnings from operation—page 35 | | 290,127.84 |
| Gross earnings from operation per mile of road | | 2,002.48 |
| Gross earnings from operation per train mile | | 1.69.450 |
| Operating expenses—page 45 | | 182,617.99 |
| Operating expenses per mile of road | | 1,806.44 |
| Operating expenses per train mile | | 1.10.466 |
| Income from operation—page 31 | See page 61 | |
| Income from operation per mile of road | See page 61 | |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains | 84,188 | |
| Miles run by freight trains | 81,128 | |
| Total mileage trains earning revenue | 165,816 | |
| Miles run by construction and other trains | 1,906 | |
| Grand total train mileage | 167,222 | |
| Mileage of loaded freight cars—north or east | 460,600 | |
| Mileage of loaded freight cars—south or west | 455,481 | |
| Mileage of empty freight cars—north or east | 98,589 | |
| Mileage of empty freight cars—south or west | 152,898 | |
| Average number of freight cars in train | 14.44 | |
| Average number of loaded cars in train | 11.41 | |
| Average number of empty cars in train | 8.06 | |
| Average number of tons of freight in train | 132.16 | |
| Average number of tons of freight in each loaded car | 11.58 | |

(Page 60.)

EXPLANATORY REMARKS.

In ascertaining averages per mile of road on page 61 A, the average miles operated in Minnesota during the year viz., 189.89 have been used.

Miles run by switching trains arrived at by allowing 100 miles per day for some engines and 72 miles per day for others.

(Page 61.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars. | Column for Revenue and Rates. |
|---|---|-------------------------------------|
| | | Dols. Cts. Mills. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 78,018 | |
| Number of passengers carried one mile..... | 1,818,944 | |
| Number of passengers carried one mile per mile of road..... | 8,886 | |
| Average distance carried, miles..... | 25 | |
| Total passenger revenue—page 85..... | | \$47,877.69 |
| Average amount received from each passenger..... | | 65.570 |
| Average receipts per passenger per mile..... | | .02.662 |
| Total passenger earnings—page 85..... | | 66,942.10 |
| Passenger earnings per mile of road..... | | 808.60 |
| Passenger earnings per train mile..... | | .64.414 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 68 | 272,788 | |
| Number of tons carried one mile..... | 11,070,200 | |
| Number of tons carried one mile per mile of road..... | 51,109 | |
| Average distance haul of one ton, miles..... | 41 | |
| Total freight revenue—page 85..... | | 228,181.84 |
| Average amount received for each ton of freight..... | | .81.798 |
| Average receipts per ton per mile..... | | .02.016 |
| Total freight earnings—page 85..... | | 228,181.84 |
| Freight earnings per mile of road..... | | 1,080.15 |
| Freight earnings per train mile..... | | 2.59.494 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 85..... | | 271,009.08 |
| Passenger and freight revenue per mile of road..... | | 1,251.20 |
| Passenger and freight earnings—page 85..... | | 289,978.44 |
| Passenger and freight earnings per mile of road..... | | 1,588.75 |
| Gross earnings from operation—page 85..... | | 292,702.10 |
| Gross earnings from operation per mile of road..... | | 1,851.56 |
| Gross earnings from operation per train mile..... | | 1.48.627 |
| Operating expenses—page 45..... | | 219,829.11 |
| Operating expenses per mile of road..... | | 1,014.91 |
| Operating expenses per train mile..... | | 1.11.624 |
| Income from operation—page 81..... | | 73,872.99 |
| Income from operation per mile of road..... | | 836.44 |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 108,770 | |
| Miles run by freight trains..... | 98,168 | |
| Total mileage trains earning revenue..... | 196,938 | |
| Miles run by construction and other trains..... | 2,650 | |
| Grand total train mileage..... | 199,588 | |
| Mileage of loaded freight cars—north or east..... | 515,801 | |
| Mileage of loaded freight cars—south or west..... | 457,899 | |
| Mileage of empty freight cars—north or east..... | 98,488 | |
| Mileage of empty freight cars—south or west..... | 155,287 | |
| Average number of freight cars in train..... | 18.17 | |
| Average number of loaded cars in train..... | 10.45 | |
| Average number of empty cars in train..... | 2.72 | |
| Average number of tons of freight in train..... | 118.82 | |
| Average number of tons of freight in each loaded car..... | 11.87 | |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road, Tons. | Freight Received from Con- necting Roads and Other Car- riers, Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|--|---------------------------|-----------|
| | | | Whole Tons. | Per Cent. |
| Grain | 112,122 | 3,783 | 115,905 | 42.51 |
| Flour | 19,604 | 1,188 | 20,792 | 7.62 |
| Other mill products | 3,186 | 500 | 3,776 | 1.39 |
| Hay | 22 | ..... | 22 | .01 |
| Fruit and vegetables | 352 | 657 | 1,009 | .37 |
| Live stock | 2,040 | 142 | 2,182 | .80 |
| Wool | 11 | 8 | 19 | .01 |
| Hides and leather | 185 | 10 | 195 | .07 |
| Anthracite coal ..... | ..... | 10,005 | 10,005 | 3.67 |
| Bituminous coal ..... | ..... | 32,085 | 32,085 | 11.77 |
| Coke ..... | ..... | 161 | 161 | .06 |
| Stone, sand and other like articles | 15,616 | 138 | 15,754 | 5.78 |
| Lumber | 9,673 | 20,126 | 29,799 | 10.93 |
| Petroleum and other oils ..... | ..... | 2,500 | 2,500 | .95 |
| Sugar | 185 | 1,137 | 1,322 | .48 |
| Other castings and machinery | 99 | 194 | 293 | .11 |
| Cement, brick and lime | 3,749 | 3,073 | 6,822 | 2.50 |
| Agricultural implements | 46 | 1,291 | 1,337 | .49 |
| Wagons, carriages, tools, etc. | 25 | 101 | 126 | .05 |
| Wines, liquors and beers | 205 | 719 | 924 | .34 |
| Household goods and furniture | 336 | 122 | 458 | .17 |
| Merchandise | 4,212 | 10,001 | 14,213 | 5.21 |
| Miscellaneous—Other commodities not men- tioned above | 11,361 | 1,433 | 12,844 | 4.71 |
| Total tonnage—Minnesota | 183,029 | 89,604 | 272,633 | 100.00 |
| Total tonnage—entire line | 183,179 | 89,604 | 272,783 | 100.00 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See page 53.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Operated. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | Iron. | Steel. |
| Miles of single track | 216.60 | ..... | 216.60 | ..... | 216.60 |
| Miles of yard track and sidings | 19.50 | ..... | 19.50 | .99 | 18.51 |
| Total mileage operated (all tracks) .. | 236.10 | ..... | 236.10 | .99 | 235.11 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | | | | | |
|--|--------|-------|--------|-------|--------|
| Minnesota | 177.76 | ..... | 177.76 | ..... | 177.76 |
| South Dakota | 88.84 | ..... | 88.84 | ..... | 88.84 |
| Total mileage operated (single track) .. | 216.60 | ..... | 216.60 | ..... | 216.60 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | RAILS. | |
|---------------------------------------|------------------------------------|---------------------|----------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | Iron. | Steel. |
| Minnesota | 177.76 | ..... | 177.76 | ..... | 177.76 |
| South Dakota | 88.84 | ..... | 88.84 | ..... | 88.84 |
| Total mileage owned (single track) .. | 216.60 | ..... | 216.60 | ..... | 216.60 |

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Operated. | RAILS. | |
|--|------------------------------------|---------------------|-------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | Iron. | Steel. |
| Miles of single track | 177.76 | ..... | 177.76 | ..... | 177.76 |
| Miles of yard track and sidings | 17.25 | ..... | 17.25 | ..... | 17.25 |
| Total mileage operated (all tracks) .. | 195.01 | ..... | 195.01 | ..... | 195.01 |

B. Mileage of Line Operated by States and Territories (Single Track).

Same as Table A.

C. Mileage of Line Owned by States and Territories (Single Track).

Same as Table A.

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID DURING YEAR—KIND. | Number. | Av. Price at Distrib- uting Point. |
|---------------------------------|---------|---|
| Oak..... | 4,754 | \$0.56 |
| Cedar..... | 3,349 | .35 |
| Mixed..... | 8,122 | .40 |
| Total..... | 16,225 | \$0.44 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, tons, Bitumi- nous. | Wood, Cords, Soft. | Total Fuel Consum- ed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|---------------------------------|--------------------------|------------------------------------|---------------|--|
| Passenger..... | 1,925 | 72 | 1,961 | 92,417 | 42.44 |
| Freight..... | 3,240 | 91 | 3,285 | 119,219 | 55.11 |
| Construction..... | 64 | ..... | 64 | 1,906 | 67.16 |
| Total..... | 5,229 | 163 | 5,310 | 213,542 | 49.73 |
| Average cost at distributing point.. | \$2.80 | \$2.53 | ..... | ..... | ..... |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|-------------------|-------------|---------|--------------|---------|---------------------|---------|--------|---------|
| | | | Trespassing. | | Not Trespassing. | | Total. | |
| | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd | Killed | Injur'd |
| Other causes..... | | | 1 | ..... | ..... | ..... | 1 | ..... |
| Total..... | | | 1 | ..... | ..... | ..... | 1 | ..... |

(Page 70.)

EXPLANATORY REMARKS.

Trespassers killed—Other causes—Stealing ride, 1.

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Am unable to give this information.

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length, Feet. | Minimum Length, Feet. | Maximum Length, Feet. |
|----------------|---------|-------------------------|-----------------------|-----------------------|
| BRIDGES— | | | | |
| Wooden..... | 4 | 562 | 82 | 184 |
| Total..... | 4 | 562 | ..... | ..... |
| Trestles | 124 | 12,965 | 8 | 1,202 |

Gauge of track, 4 feet 8½ inches. 177.76 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making This Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|-----------------------------|-----------------------------|
| 177.76 | | Western Union Telegraph Co. | Western Union Telegraph Co. |

Wisconsin Central Company.

HENRY F. WHITCOMB AND HOWARD MORRIS, RECEIVERS.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Wisconsin Central Company.

2. Date of organization? Wisconsin, June 17, 1887; Minnesota, June 30, 1888.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Wisconsin and Minnesota.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Wisconsin Central Co. is a consolidated corporation formed by the Wisconsin Central Co., of Wisconsin, and the Minnesota, St. Croix & Wisconsin Railroad Co., a consolidated corporation under the laws of Wisconsin and Minnesota.

The Minnesota, St. Croix & Wisconsin Railroad Co. was formed by the consolidation of the St. Croix & Chippewa Falls Railroad Co., a corporation of Wisconsin, and the St. Paul & St. Croix Railroad Co., a corporation of Minnesota.

5. Date and authority for each consolidation? The Wisconsin Central Co., of Wisconsin, and Minnesota, St. Croix & Wisconsin, May 31, 1888. The St. Croix & Chippewa Falls and the St. Paul & St. Croix, making the Minnesota, St. Croix & Wisconsin, June 28, 1884. Authority, General Railroad Laws of Wisconsin and Minnesota.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. No reorganization.

(Page 5.)

ORGANIZATION.

| Names of Directors. | Postoffice Address. | Date of Expiration of Term. |
|-------------------------|-----------------------|-----------------------------|
| Howard Morris..... | Milwaukee, Wis..... | October, 1899 |
| Henry F. Whitcomb..... | Milwaukee, Wis..... | October, 1899 |
| R. G. Hazard..... | Peace Dale, R. I..... | October, 1899 |
| Henry Sawyer..... | Boston, Mass..... | October, 1899 |
| Alpheus Hardy..... | Boston, Mass..... | October, 1900 |
| Chas. R. Batt..... | Boston, Mass..... | October, 1900 |
| Joseph H. Wellman..... | Boston, Mass..... | October, 1900 |
| George R. Brackett..... | Boston, Mass..... | October, 1900 |
| Frederick Abbot..... | Milwaukee, Wis..... | October, 1901 |
| George W. Johnson..... | Greenfield, Mass..... | October, 1901 |
| E. B. Greenleaf..... | Milwaukee, Wis..... | October, 1901 |
| Henry Mitchell..... | Boston, Mass..... | October, 1901 |

Total number of stockholders at date of last election? 13.

Date of last meeting of stockholders for election of directors? October 26, 1898.

Give postoffice address of general office? Milwaukee, Wis.

Give postoffice address of operating office? Milwaukee, Wis.

Give name and address of officer to whom correspondence regarding this report should be addressed? Robert Toombs, Auditor, Milwaukee, Wis.

(Page 7.)

OFFICERS.

| Title. | Name. | Location of Office. |
|--------------------------------|--|------------------------------------|
| Receivers..... | { H. F. Whitcomb... Howard Morris... | Milwaukee, Wis. Milwaukee, Wis. |
| President..... | Alpheus H. Hardy..... | Boston, Mass. |
| First v-pres. and asst. treas. | Frederick Abbot..... | Milwaukee, Wis. |
| Secretary..... | Howard Morris..... | Milwaukee, Wis. |
| Asst. secretary..... | Jos. H. Wellman..... | Boston, Mass. |
| General solicitor..... | Howard Morris..... | Milwaukee, Wis. |
| Auditor..... | Robert Toombs..... | Milwaukee, Wis. |
| General manager..... | H. F. Whitcomb.... | Milwaukee, Wis. |
| Chief engineer..... | Robert B. Tweedy.... | Milwaukee, Wis. |
| General superintendent.... | Sumner J. Collins.... | Milwaukee, Wis. |
| Division superintendent.... | F. H. Marsh..... | Waukesha, Wis. |
| Division superintendent.... | A. R. Horn..... | Stevenspoint, Wis. |
| Supt. of telegraph..... | P. W. Drew..... | Milwaukee, Wis. |
| General freight agent..... | Burton Johnson.... | Milwaukee, Wis. |
| Asst. gen. freight agents... | { C. E. Wilson..... J. S. Talbot..... | Milwaukee, Wis. Milwaukee, Wis. |
| General passenger agent... | J. C. Pond..... | Milwaukee, Wis. |
| Cashier..... | W. R. Hancock.... | Milwaukee, Wis. |
| Car service agent..... | H. G. Earl..... | Milwaukee, Wis. |

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

| NAME. | TERMINALS. | | Miles of Line for each R'd Named. | Miles of Line for each Class of R'ds Named. |
|---------------------------------------|---|-----------------------|-----------------------------------|---|
| | From | To | | |
| 1. <i>a</i> Wisconsin Central Co..... | Wisconsin State Line | Trout Brook June.... | 23.95 | ..... |
| | Spurs to Industries... | ..... | 1.63 | 25.58 |
| 5. St. Paul & Nor. Pac. Ry..... | Trout Brook June.... | St. Paul Depot..... | 2.55 | ..... |
| | Connection with Gt. Northern Ry..... | ..... | .44 | ..... |
| | Mississippi Street, St. Paul Freight Yards. | ..... | 1.17 | ..... |
| Great Northern Ry | St. Paul..... | Minneapolis..... | 10.43 | |
| | Minneapolis Junct.... | Minneapolis Frt. Yds. | 2.56 | 17.15 |
| Total..... | | | | 42.73 |

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PROPERTY OPERATED.

| | | | | |
|---|--------------------------------------|------------------------|--------|--------|
| 1. <i>a</i> Wisconsin Central Co..... | Abbotsford | St. Paul..... | 157.68 | |
| | St. Croix Jct..... | Eau Claire..... | 9.90 | |
| | Mellen..... | Bessemer..... | 33.77 | ..... |
| | Ashland Ore Yard.... | Ore Dock..... | 1.92 | 203.36 |
| | Spurs to Industries... | ..... |  | 61.55 |
| 1. <i>b</i> | | | | |
| 4. Chicago, Wisconsin & Minnesota R. R..... | Central Ave., Chicago | Schleisingserville.... | 114.67 | ..... |
| | Spurs to Industries... | ..... | 16.45 | 131.12 |
| 5. C. T. T. R. R..... | Harrison St., Chicago. | Central Ave., Chicago | 7.84 | ..... |
| C., M. & St. P. Ry..... | Magenta | Eau Claire..... | 1.32 | ..... |
| St. Paul & Nor. Pac. Ry..... | Trout Brook Jct..... | St. Paul Union Depot. | 2.55 | ..... |
| | Connection with Gt. Northern Ry..... | ..... | .44 | ..... |
| | West Side Line..... | Third Street Yard.... | 1.17 | ..... |
| Great Northern Ry | St. Paul..... | Minneapolis..... | 10.43 | ..... |
| | Minneapolis Jct..... | Freight Depot | 2.56 | 26.31 |
| Total..... | | | | 422.34 |

(Page 17.)

CAPITAL STOCK.

| DESCRIPTION. | Number of Shares Authorized. | Par Value of Shares. | Total Par Value Authorized. | Total Amount Issued and Outstanding. | Dividends Declared During Year. | |
|--------------------------------|------------------------------|----------------------|-----------------------------|--------------------------------------|---------------------------------|---------|
| | | | | | Rate. | Amount. |
| Capital stock, common | 120,000 | \$100 | \$12,000,000 | \$11,855,850 | ..... | ..... |
| Capital stock, preferred | 30,000 | 100 | 3,000,000 | 2,718,475 | ..... | ..... |
| Total | 150,000 | \$100 | \$15,000,000 | \$14,574,325 | ..... | ..... |

MANNER OF PAYMENT FOR CAPITAL STOCK.

| | Number of Shares Issued During Year. | Cash Realized on Amount Issued During Year. | Total Number Shares Issued and Outstanding | Total Cash Realized. |
|---|--------------------------------------|---|--|----------------------|
| Issued for consolidation, common | | | 118,558.50 | ..... |
| Issued for consolidation, preferred | | | 27,184.75 | ..... |
| Total | | | 145,743.25 | ..... |

Remarks—Issued for stocks of constituent companies and stocks of Wisconsin Central R. Co. and Packwaukee & Montello R. R. Co.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of Authorized Issue. | Amount Issued. | Amount Outstanding. | Cash Realized on Amount Issued. | Rate, Per Ct. | INTEREST. | | |
|---|----------------|---------------|-----------------------------|-----------------|---------------------|---------------------------------|---------------|------------------------------|---------------------------|------------------------|
| | Date of Issue. | When Due. | | | | | | When Payable. | Amount Accrued during Yr. | Amount Paid during Yr. |
| W. C. Co., first mortgage | July 1, 1887 | July 1, 1887 | \$12,000,000.00 | \$12,000,000.00 | \$11,265,000.00 | \$4,688,885.02 | 5 | Jan. 1...} | \$568,250.00 | ..... |
| W. C. Co., income | July 1, 1887 | July 1, 1887 | 9,000,000.00 | 9,000,000.00 | 7,588,168.67 | ..... | 5 | When earned, not cumulative. | ..... | ..... |
| M. St. C. & W., first mortgage .. | July 1, 1884 | May 1, 1915 | 2,600,000.00 | 2,600,000.00 | 180,000.00 | ..... | 6 | May 1...} | 10,800.00 | ..... |
| M. St. C. & W., term'l mtg. notes | Feb. 1, 1885 | Feb. 1, 1886 | 400,000.00 | 400,000.00 | 400,000.00 | ..... | 8 | Feb. 1...} | 32,000.00 | \$18,000.00 |
| M. St. C. & W., Imp. P. M. M. notes | Sept. 1, 1888 | Sept. 1, 1908 | 215,000.00 | 215,000.00 | 215,000.00 | ..... | 8 | Aug. 1...} | 17,200.00 | 6,989.27 |
| C. F. & W. Ry., first mortgage .. | Nov. 1, 1874 | Nov. 1, 1904 | 150,000.00 | 150,000.00 | 150,000.00 | ..... | 7 | Sept. 1...} | 10,500.00 | 6,000.00 |
| W. & M. R. R., first mortgage .. | Mar. 10, '80 | Apr. 1, 1910 | 810,000.00 | 810,000.00 | 810,000.00 | ..... | 7 | May 1...} | 56,700.00 | 32,400.00 |
| Penokee R. R., first mortgage .. | Mar. 1, 1887 | Nov. 1, 1887 | 1,500,000.00 | 1,500,000.00 | 80,000.00 | ..... | 5 | Apr. 1...} | 1,500.00 | ..... |
| W. C. Co. and W. C. R. R. Co., { joint and several imp. bonds..} | Various... | May 1, 1901 | 12,000,000.00 | 8,158,113.00 | 8,158,113.00 | ..... | 5 | Mar. 1...} | 157,655.64 | ..... |
| Mortgage bonds ..... | ..... | ..... | \$17,000,000.00 | \$17,000,000.00 | \$12,485,000.00 | ..... | ..... | ..... | \$642,750.00 | \$38,400.00 |
| Miscellaneous obligations ..... | ..... | ..... | 12,615,000.00 | 8,738,113.00 | 8,738,113.00 | ..... | ..... | ..... | 206,855.64 | 19,999.27 |
| Income bonds ..... | ..... | ..... | 9,000,000.00 | 9,000,000.00 | 7,588,168.67 | ..... | ..... | ..... | ..... | ..... |
| Grand total ..... | ..... | ..... | \$38,675,000.00 | \$29,828,113.00 | \$23,739,279.37 | \$4,688,885.02 | ..... | ..... | \$640,605.64 | \$58,399.27 |

(Page 18.)

EXPLANATORY REMARKS.

* The \$4,688,885.02 does not represent the total proceeds of the W. C. Co. first mortgage bonds. These bonds were mostly exchanged for securities of the M. St. C. & W. R. R., the Penokee R. R., the C. F. & W. Ry., the St. Paul & St. Croix Falls R. R., now owned by the Wisconsin Central Co., and securities of the W. C. R. R. Co.

The W. C. Co. income bonds were all issued in exchange for other securities, and none were sold for cash.

The \$12,000,000 authorized issue of W. C. Co. and W. C. R. Co. joint and several improvement bonds is the joint authorized issue of said companies.

(Page 21.)

FUNDED DEBT—Continued.
EQUIPMENT TRUST OBLIGATIONS.—A. General Statement.

| SERIES OR OTHER DESIGNATION. | Date of Issue. | Term. | Number of Payments. | Equipment Covered. |
|------------------------------|-------------------|--------------|---------------------|--------------------|
| Haskell & Barker Car Co..... | June 1, 1897..... | 5 years..... | Sixty..... | 500 box cars. |
| Brooks Locomotive Works..... | March 16, 1898.. | 1 year..... | Thirteen..... | 10 locomotives. |

B. Statement of Amount.

| SERIES OR OTHER DESIGNATION. | Cash Paid on Delivery of Equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | |
|------------------------------|-------------------------------------|------------------------------|---------------------|-----------------------------|---------------------|-----------------------------|--------------------------|
| | | Original Amount. | Amount Outstanding. | Original Amount. | Amount Outstanding. | Amount Accrued During Year. | Amount Paid During Year. |
| Haskell & Barker Car Co..... | ..... | \$220,793.19 | \$128,453.79 | \$38,958.21 | \$23,050.36 | \$7,466.95 | \$7,466.95 |
| Brooks Locomotive Works..... | \$11,192.00 | 100,728.00 | ..... | ..... | ..... | 1,888.73 | 1,888.73 |
| Total..... | \$11,192.00 | \$321,491.19 | \$128,453.79 | \$38,958.21 | \$23,050.36 | \$9,355.68 | \$9,355.68 |
| | | | | | | | 8% 8% |

REMARKS.—Final payment made March 16, 1899.

RECAPITULATION OF FUNDED DEBT.

| CLASS OF DEBT. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|--|------------------------|------------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| Mortgage bonds—page 19..... | \$17,000,000.00 | \$12,435,000.00 | \$642,750.00 | \$38,400.00 |
| Miscellaneous obligations—page 19..... | 8,768,113.00 | 8,768,113.00 | 206,855.64 | 19,999.27 |
| Income bonds—page 19..... | 9,000,000.00 | 7,536,166.67 | ..... | ..... |
| Equipment trust obligations—page 21..... | 220,763.19 | 128,453.79 | 9,355.68 | 9,355.68 |
| Total..... | \$30,048,876.19 | \$23,867,733.46 | \$658,961.32 | \$67,754.95 |

RECEIVER'S CERTIFICATES.

| DATE ISSUED. | Amount Issued. | Amount Outstanding. | INTEREST. | |
|------------------------|-----------------------|-----------------------|-----------------------------|--------------------------|
| | | | Amount Accrued During Year. | Amount Paid During Year. |
| November 15, 1894..... | \$1,800,000.00 | \$1,800,000.00 | \$80,000.00 | \$80,000.00 |
| March 1, 1899..... | 292,000.00 | 292,000.00 | 5,840.00 | ..... |
| May 1, 1899..... | 16,000.00 | 16,000.00 | 160.00 | ..... |
| Total..... | \$2,108,000.00 | \$2,108,000.00 | \$86,000.00 | \$80,000.00 |

CURRENT ASSETS AND LIABILITIES.

| Cash and Current Assets Available for Payment of Current Liabilities. | | Current Liabilities Accrued to and Including June 30, 1899. | |
|---|-----------------------|---|-----------------------|
| Bills receivable..... | \$36,53 | Receiver's certificates..... | \$2,108,000.00 |
| Due from agents..... | 180,721.59 | Loans and bills payable..... | 457,358.00 |
| Due from solvent companies and individuals..... | 65,332.80 | Audited vouchers and accounts..... | 108,499.05 |
| Total cash and current assets..... | \$255,000.92 | Wages and salaries..... | 104,008.73 |
| Balance current liabilities..... | 2,538,819.97 | Net traffic balances due to other companies..... | 15,445.11 |
| Total..... | \$2,793,910.89 | Total current liabilities..... | \$2,793,910.89 |

Materials and supplies on hand, \$187,226. (See General Balance Sheet—Page 49.)

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

| ACCOUNT. | Total Amount Outstanding. | APPORTIONMENT. | | AMOUNT PER MILE OF LINE. | |
|--|------------------------------|------------------------|-------------------------|--------------------------|--------------------|
| | | To Railroads. | To Other Properties. | Miles. | Amount. |
| Capital stock—page 17 | \$14,574,235.00 | \$8,600,308.33 | \$10,974,016.67 | 264.91 | \$13,501.00 |
| Bonds—page 19 (grand total) | 23,739,279.67 | 14,381,776.83 | 9,357,502.84 | 264.91 | 54,289.00 |
| Equipment trust obligations—page 21..... | 128,463.79 | 128,463.79 | ..... | 264.91 | 485.00 |
| Total..... | \$38,442,658.46 | \$18,110,538.95 | \$20,331,519.51 | 264.91 | \$68,365.00 |

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

| NAME OF ROAD. | Capital Stock. | Funded Debt. | Total. | AMOUNT PER MILE OF LINE. | |
|---|-----------------------|------------------------|------------------------|--------------------------|--------------------|
| | | | | Miles. | Amount. |
| Wisconsin Central Company..... | \$8,600,308.33 | \$14,381,776.83 | \$17,982,085.16 | 264.91 | \$67,880.00 |
| Chicago, Wisconsin & Minnesota Railroad | 2,600,000.00 | 4,200,000.00 | 6,800,000.00 | 131.12 | 51,861.00 |
| Grand total..... | \$6,200,308.33 | \$16,581,776.83 | \$24,782,085.16 | 396.03 | \$62,576.00 |

(Page 24.)

EXPLANATORY REMARKS.

In arriving at "Amount per mile of road" the amounts to "Railroad" are taken. Amounts "To other property" cover the securities issued for the securities of other railroads whose mileage does not appear as mileage owned by the Wisconsin Central Co.

(Page 27.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

| ITEM. | Expenditures During Year— Not Inc. in Operating Exp. | | Total Cost to June 30, 1888. | Total Cost to June 30, 1889. | Cost Per Mile. |
|---|---|---|------------------------------------|------------------------------------|-------------------|
| | Charged to In- come Ac't as Permanent Improvements | Charged to Con- struction or Equipment. | | | |
| CONSTRUCTION— | | | | | |
| Real Estate..... | * \$25.05 | ..... | \$3,298.00 | \$3,240.95 | \$12.23 |
| Grading..... | 11,561.11 | ..... | 98,080.99 | 47,642.10 | 179.84 |
| Bridges, trestles and culverts..... | ..... | ..... | 14,693.07 | 14,693.07 | 55.35 |
| Stations..... | 13,117.83 | ..... | 135,230.24 | 148,354.07 | 560.02 |
| Station buildings and fixtures..... | 461.95 | ..... | 4,565.54 | 5,055.50 | 19.08 |
| Docks and wharves..... | ..... | ..... | 55,722.93 | 55,722.93 | 210.35 |
| General expenses..... | ..... | ..... | 10,353.28 | 10,353.28 | 39.08 |
| Total construction..... | \$25,115.84 | ..... | \$250,916.15 | \$285,081.99 | \$1,075.95 |
| EQUIPMENT— | | | | | |
| Locomotives..... | ..... | ..... | ..... | \$35,953.52 | \$135.73 |
| Passenger cars..... | ..... | \$39,702.70 | \$2,250.82 | 7,917.18 | 29.80 |
| Sleeping, parlor and dining cars..... | ..... | ..... | 7,917.18 | 1,084.49 | 18.31 |
| Baggage, express and postal cars..... | ..... | ..... | 1,084.49 | 4,850.47 | 18.31 |
| Freight cars..... | ..... | ..... | 4,850.47 | 842,614.70 | 1,293.32 |
| Other cars of all classes..... | ..... | 273,979.49 | 68,635.21 | 10,852.93 | 40.97 |
| Floating equipment..... | ..... | ..... | ..... | ..... | ..... |
| Total equipment..... | ..... | \$397,082.19 | \$95,501.10 | \$403,273.29 | \$1,522.31 |
| Total construction—page 27..... | \$25,115.84 | ..... | \$250,916.15 | \$285,081.99 | \$1,075.95 |
| Grand total cost construction, equipment, etc..... | \$25,115.84 | \$397,082.19 | \$355,507.25 | \$688,365.28 | \$2,598.26 |
| Total cost construction, equipment, etc.—State of Minnesota..... | \$4,823.45 | | \$188.73 | \$5,012.18 | \$195.94 |

* Deduct.

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

| | | |
|---|----------------|----------------|
| Gross earnings from operation—page 35..... | \$2,525,339.61 | |
| Less operating expenses—page 45..... | 1,879,381.24 | |
| Income from operation..... | | \$645,958.37 |
| Interest on bonds owned—(page 39)..... | \$428,038.19 | |
| Miscellaneous income, less expenses—page 41..... | 4,002.19 | |
| Income from other sources..... | | 432,040.38 |
| Total income..... | | \$1,077,998.75 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued—page 23..... | \$67,754.95 | |
| Interest on interest bearing current liabilities accrued, not otherwise provided for..... | 95,269.18 | |
| Rents paid for lease of road—page 47, A..... | 303,719.55 | |
| Taxes..... | 87,890.07 | |
| Permanent improvements—page 29..... | 25,115.84 | |
| Other deductions..... | 54,032.07 | |
| Total deductions from income..... | | 633,781.66 |
| Net income..... | | \$444,217.09 |
| Surplus from operations of year ending June 30, 1899..... | | \$444,217.09 |
| Deficit on June 30, 1898 (from "General balance sheet," 1898 report)..... | | 1,159,257.27 |
| Additions for year..... | | \$715,040.18 |
| | | 48,624.37 |
| Deficit on June 30, 1899 (for entry on "General balance sheet," —page 49)..... | | \$666,415.81 |

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EXPLANATORY REMARKS.

| | |
|---|-------------|
| Interest on funded debt accrued— | |
| Amount returned against this caption is amount shown as "paid" on page 23, the receiver's income account not being properly chargeable with interest accrued. | |
| Other deductions— | |
| Engine and car rental..... | \$96,032.07 |
| Discount on receiver's certificates..... | 18,000.00 |
| | \$54,032.07 |
| Additions for year— | |
| Rebuilding suspense account..... | \$132.83 |
| Equipment renewal account..... | 37,110.78 |
| Material adjustment..... | 11,890.76 |
| | \$48,624.37 |

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

| ITEM. | Total Receipts. | Deductions, Account of Repayments, Etc. | Actual Earnings. |
|--|-----------------|---|------------------|
| PASSENGER— | | | |
| Passenger revenue..... | \$41,127.70 | | |
| Less repayments— | | | |
| Total deductions..... | | \$2,016.99 | |
| Total passenger revenue..... | | | \$39,110.71 |
| Mail..... | | | 4,846.42 |
| Express..... | | | 4,566.34 |
| Extra baggage and storage..... | | | 415.03 |
| Other items..... | | | 672.91 |
| Total passenger earnings..... | | | \$49,611.41 |
| FREIGHT— | | | |
| Freight revenue..... | \$128,871.83 | | |
| Less repayments— | | | |
| Total deductions..... | | \$6,763.62 | |
| Total freight revenue..... | | | \$122,108.21 |
| Other items..... | | | 2,643.15 |
| Total freight earnings..... | | | \$124,751.36 |
| Total passenger and freight earnings..... | | | \$174,362.77 |
| OTHER EARNINGS FROM OPERATION— | | | |
| Rents not otherwise provided for..... | | | 21.00 |
| Total other earnings..... | | | \$21.00 |
| Total gross earnings from operation—Minnesota .. | | | \$174,883.77 |
| Total gross earnings from operation—entire line .. | | | \$2,525,339.61 |

(Page 37.)

STOCKS OWNED.

Railway Stocks.

| NAME. | Total Par Value. | Rate, Per Ct. | Income or Dividend Received. | Valuation. |
|---|---------------------|------------------|------------------------------------|----------------|
| Wisconsin Central Railroad, preferred..... | \$2,000,000.00 | ..... | ..... | \$1,666,666.67 |
| Wisconsin Central Railroad, common..... | 9,274,350.00 | ..... | ..... | 9,274,350.00 |
| Packwaukee & Montello R. R., preferred.... | 70,000.00 | ..... | ..... | 20,000.00 |
| Packwaukee & Montello R. R., common..... | 65,000.00 | ..... | ..... | 13,000.00 |
| Above owned by Wisconsin Central | | | | |
| Minnesota Transfer Ry., capital stock..... | 7,000.00 | ..... | ..... | 9,258.41 |
| Chicago, Wis. & Minn. R. R., preferred..... | 215,100.00 | ..... | ..... | } 491,425.03 |
| Chicago, Wis. & Minn. R. R., common..... | 169,100.00 | | | |
| Mil. & Lake Winnebago R. R., preferred.... | 347,500.00 | | | |
| Total..... | \$12,148,050.00 | | | \$500,683.44 |

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EXPLANATORY REMARKS.

The Wisconsin Central Railroad and Packwaukee & Montello Railroad stocks returned on page 37 are owned by the Wisconsin Central Co., and are not in receivers' possession, therefore are not included in "valuation" total carried to receivers' balance sheet, page 49.

(Page 39.)

BONDS OWNED.

Railway Bonds.

| NAME. | Total Par Value. | Rate, Per Ct. | Income or Interest Received. | Valuation. |
|---|---------------------|------------------|------------------------------------|----------------|
| W. C. R. R. Co., first series bonds..... | \$2,205,500.00 | 5 | \$385,962.50 | \$2,205,500.00 |
| W. C. R. R. Co., second series bonds.... | 5,302,500.00 | ..... | ..... | 5,302,500.00 |
| W. C. R. R. Co., imp. debenture notes.... | 1,100,000.00 | ..... | ..... | 1,100,000.00 |
| Packwaukee & Montello, 1st mtge. bonds | 84,000.00 | 6 | 5,040.00 | 96,450.00 |
| Above owned by Wisconsin Central | | | | |
| W. C. Co. and W. C. R. R. Co., joint and | 64,000.00 | not in | Receivers' | possession. |
| several improvement bonds..... | | | | |
| Minn. Tfr. Ry., first mortgage bonds.... | 4,000.00 | 5 | 215.69 | 64,000.00 |
| Chicago, Wis. & Minn. R. R.— | ..... | ..... | ..... | } 522,564.00 |
| First mortgage bonds..... | 10,000.00 | 6 | 600.00 | |
| Debentures..... | 60,000.00 | 6 | 5,040.00 | |
| Improvement P. M. M. notes..... | 50,000.00 | 8 | 4,000.00 | |
| Minnesota, St. Croix & Wis. R. R.— | ..... | ..... | ..... |  |
| Improvement P. M. M. notes..... | 35,000.00 | ..... | ..... |  |
| Mil. & Lake Winnebago R. R., debent's. | 244,000.00 | 6 | 17,280.00 | } 522,564.00 |
| A. & N. E. R. R., 1st mtge. bonds..... | 85,000.00 | 6 | 2,100.00 | |
| W. C. R. R. Co., 1st series bonds..... | 156,000.00 | 5 | 7,800.00 | } 522,564.00 |
| Total..... | \$9,350,000.00 | ..... | \$428,038.19 | \$586,564.00 |

(Page 38.)

EXPLANATORY REMARKS.

The Wisconsin Central Railroad and Packwaukee & Montello Railroad bonds, the two first groups returned on page 39, are owned by the Wisconsin Central Co., and are not in receivers' possession, therefore are not included in valuation total carried to the receivers' balance sheet, page 49.

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Using Property Leased. | Item. | Total. |
|---------------------------|-------------------------------|--|--------------|-------------------|
| Tracks— | | | | |
| Altenheim to Thatch | her Park, Ill. | Suburban R. R. Co. | \$482.12 | ..... |
| Altenheim to Frank | lin Park, Ill. | C. M. & St. P. Ry. | 6,570.00 | ..... |
| Ashland Mine Trac | ks, Ironwood, Mich... | C. & N-W. Ry. | 42.00 | ..... |
| Glenwood Spur, Gle | nwood, Wis. | Glenwood Mnfg. Co. | 773.36 | ..... |
| Total..... | ..... | ..... | ..... | \$7,867.48 |
| Terminals—Depot... | Emerald, Wis. | Minn. & Wis. R. R. Co... | 68.76 | ..... |
| Total..... | ..... | ..... | ..... | 68.76 |
| Grand total..... | ..... | ..... | ..... | \$7,936.24 |

MISCELLANEOUS INCOME.

| ITEM. | Gross Income. | Less Expenses. | Net Miscellaneous Income. |
|---------------------------------------|-------------------|----------------|---------------------------|
| Storage building, St. Paul, Minn..... | \$2,927.19 | ..... | \$2,927.19 |
| Dock property, Milwaukee, Wis..... | 1,000.00 | ..... | 1,000.00 |
| Rent of land, Wheeling, Ill. | 75.00 | ..... | 75.00 |
| Total..... | \$4,002.19 | ..... | \$4,002.19 |

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

| | Amount. |
|--|--------------|
| Repairs of roadway..... | \$139,684.55 |
| Renewals of rails..... | 25,087.45 |
| Renewals of ties..... | 33,801.44 |
| Repairs and renewals of bridges and culverts..... | 38,497.87 |
| Repairs and renewals of fences, road crossings, signs and cattle guards..... | 4,430.39 |
| Repairs and renewals of buildings and fixtures..... | 25,004.17 |
| Repairs and renewals of docks and wharves..... | 2,040.30 |
| Repairs and renewals of telegraph..... | 6,030.69 |
| Other expenses..... | 7,316.22 |
| Total..... | \$281,953.08 |

MAINTENANCE OF EQUIPMENT.

| | |
|---|--------------|
| Superintendence..... | \$4,877.76 |
| Repairs and renewals of locomotives..... | 79,668.46 |
| Repairs and renewals of passenger cars..... | 38,193.41 |
| Repairs and renewals of freight cars..... | 77,653.25 |
| Repairs and renewals of work cars..... | 4,094.79 |
| Repairs and renewals of shop machinery and tools..... | 5,141.46 |
| Total..... | \$209,629.13 |

CONDUCTING TRANSPORTATION.

| | |
|---|----------------|
| Superintendence..... | \$14,241.65 |
| Engine and roundhouse men..... | 174,702.99 |
| Fuel for locomotives..... | 196,440.63 |
| Water supply for locomotives..... | 10,026.06 |
| Oil, tallow and waste for locomotives..... | 3,983.09 |
| Other supplies for locomotives..... | 1,647.46 |
| Train service..... | 121,317.42 |
| Train supplies and expenses..... | 40,946.10 |
| Switchmen, flagmen and watchmen..... | 70,204.00 |
| Telegraph expenses..... | 41,712.15 |
| Station service..... | 149,821.88 |
| Station supplies..... | 12,136.63 |
| Switching charges—Balance..... | 33,458.61 |
| Car mileage—Balance..... | 9,367.47 |
| Loss and damage..... | 12,629.43 |
| Injuries to persons..... | 26,772.68 |
| Clearing wrecks..... | 3,474.85 |
| Advertising..... | 7,733.71 |
| Outside agencies..... | 48,596.04 |
| Rents for tracks, yards and terminals—Page 47, B..... | 282,550.85 |
| Rents of buildings and other property..... | 7,355.64 |
| Total..... | \$1,289,119.29 |

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

| | Amount. |
|--|---------------------|
| Salaries of general officers..... | \$34,653.71 |
| Salaries of clerks and attendants..... | 35,803.92 |
| General office expenses and supplies..... | 11,632.05 |
| Insurance..... | 6,865.96 |
| Law expenses..... | 8,974.17 |
| Stationery and printing (general offices)..... | 15,065.57 |
| Other expenses..... | 5,684.36 |
| Total..... | \$118,679.74 |

RECAPITULATION OF EXPENSES.

| | |
|---|-----------------------|
| Maintenance of way and structures..... | \$281,953.08 |
| Maintenance of equipment..... | 209,629.13 |
| Conducting transportation..... | 1,269,119.29 |
| General expenses..... | 118,679.74 |
| Grand total..... | \$1,879,381.24 |
| Percentage of expenses to earnings—entire line..... | 74.42 |

OPERATING EXPENSES—STATE OF MINNESOTA.

| | |
|---|---------------------|
| Maintenance of way and structures..... | \$28,533.65 |
| Maintenance of equipment..... | 21,214.47 |
| Conducting transportation..... | 128,434.87 |
| General expenses..... | 12,010.39 |
| Total..... | \$190,193.38 |
| Percentage of expenses to earnings—Minnesota..... | 109.07 |

(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

| NAME OF ROAD. | Interest on Bonds Guaranteed. | Dividends on Stock Guaranteed. | Cash. | Total. |
|-------------------------------------|-------------------------------|--------------------------------|---------------------|---------------------|
| Chicago, Wisconsin & Minn. R. R.... | | | \$303,719.55 | \$303,719.55 |
| Total rents—A..... | | | \$303,719.55 | \$303,719.55 |

B. Rents Paid for Lease of Tracks, Yards and Terminals.

| Designation of Property. | Situation of Property Leased. | Name of Company Owning Property Leased. | Item. | Total. |
|---|-------------------------------|---|-------------|---------------------|
| Tracks— | | | | |
| Between St. Paul and Minneapolis, Minn.... | Minneapolis, Minn.... | Great Northern Ry | \$23,024.56 | |
| Between St. Paul and Minneapolis, Minn.... | Minneapolis, Minn.... | Nor. Pacific Ry | 21,732.69 | |
| Between St. Paul and Eau Claire Jct. to Ma... | Minneapolis, Minn.... | Minnesota Transfer..... | 4,460.00 | |
| Connecting tracks to U. S. Yds. Chicago.... | genta, Wis..... | C. M. & St. P. Ry..... | 2,383.82 | |
| Joint track to Ashlan... | U. S. Yds. Chicago.... | C. T. T. R. R. Co..... | 7,510.21 | |
| Total..... | d Mine, Ironwood, M.... | C. & N. W..... | 145.80 | \$59,257.08 |
| Yards, River Front... | Chippewa Falls, Wis.. | Chipp. Lbr. & Boom Co.. | \$375.00 | \$375.00 |
| Terminals— | | | | |
| Passenger depot..... | St. Paul..... | Great Northern Ry | \$9,000.00 | |
| Passenger depot..... | Minneapolis..... | Great Northern Ry..... | 15,000.00 | |
| Pass. and fr't depot... | Chicago..... | C. T. T. R. R. Co..... | 198,918.77 | |
| Total..... | | | | \$222,918.77 |
| Grand total—B.... | | | | \$282,550.85 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 46.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|---------------------------------|----------------|----------------|----------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| ASSETS. | | | | | |
| Cost of road—page 27 | | | | | |
| Stocks owned—page 29 | | | | | |
| Bonds owned—page 37 | | | | | |
| Car trust equipment | | | | | |
| Locomotive trust equipment | | | | | |
| Liabilities W. C. Co. paid | | | | | |
| Cash and current assets—page 23 | | | | | |
| OTHER ASSETS— | | | | | |
| Materials and supplies | | | | | |
| Sundries | | | | | |
| Equipment trusts | | | | | |
| Profit and loss—page 81 (or 83) | | | | | |
| Grand total | \$3,049,498.20 | | \$2,689,774.08 | | \$109,723.52 |

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

| JUNE 30, 1898. | | JUNE 30, 1899. | | YEAR ENDING JUNE 30, 1899. | |
|---|----------------|----------------|----------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| LIABILITIES. | | | | | |
| Funded debt—page 23 | | | | | |
| Current liabilities—page 23 | | | | | |
| Accrued interest on receiver's certificates not yet payable | | | | | |
| Equipment renewal account | | | | | |
| Grand total | \$3,049,498.20 | | \$2,689,774.08 | | \$109,723.52 |

(Page 55.) CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. All business handled by the National Express Co., in consideration of which they pay the receivers of the Wisconsin Central Co. a percentage of gross earnings on same.
2. Mails are transported in accordance with rules and regulations of the United States government postoffice department, for compensation fixed by the postoffice department, under route No. 139061.
3. Sleeping cars are owned jointly with the Pullman Palace Car Co., by whom they are operated over the lines of the receivers of the Wisconsin Central Co. and Wisconsin Central R. R. Co., between Chicago and Milwaukee and Minneapolis.

(Page 57.)

SECURITY FOR FUNDED DEBT—PAGE 23.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of Mortgage Per Mile of Line. | What Equipment and Income Mortgaged. |
|--|-----------------------------------|---------------------------|---------|--------------------------------------|--------------------------------------|
| | From | To | Miles. | | |
| First mortgage bonds and income bonds. | See page 56. | Trout Brook Jct. | 111.53 | \$1,614.00 | All. |
| Minnesota, St. Croix & Wisconsin R. R., first mortgage. | Eau Claire. | Eau Claire. | 9.75 | 15,385.00 | ..... |
| Chippewa Falls & Western Ry., first mortgage. | Chippewa Falls. | St. Croix Jct. | 55.12 | 14,686.00 | ..... |
| Wisconsin & Minnesota R. R., first mortgage. | Abbotsford. | Bessemer. | } 50.00 | 600.00 | ..... |
| Penokee R. R., first mortgage. | Mellen. | ore dock and line at Ash- |  | ..... | ..... |
| Minnesota, St. Croix & Wis. R. R., terminal mt'ge notes. | Including branches and land, Wis. | Real estate at St. Paul. | ..... | ..... | ..... |
| W. C. Co. and Wis. C. R. Co., joint and several improve- | ment bonds. | ment bonds. | ..... | ..... | ..... |

* Equipment leased from the Central Car Co., and covered by 27,391 shares of the capital stock of the Central Car Co.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

| CLASS. | Number. | Total Number of Days Worked. | Total Yearly Com- pensation. | Average Daily Com- pensation. |
|---|---------|---------------------------------------|------------------------------------|-------------------------------------|
| Station agents..... | 3 | 1,068 | \$1,740.00 | \$1.58 |
| Other station men..... | 16 | 4,896 | 7,660.50 | 1.58 |
| Enginemen..... | 7 | 2,097 | 7,534.50 | 3.59 |
| Firemen..... | 7 | 2,083 | 4,551.32 | 2.18 |
| Conductors..... | 4 | 1,319 | 4,332.57 | 3.28 |
| Other trainmen..... | 9 | 2,758 | 5,430.12 | 1.97 |
| Section foremen..... | 4 | 1,464 | 2,168.70 | 1.48 |
| Other trackmen..... | 19 | 3,432 | 3,814.65 | 1.11 |
| Switchmen, flagmen and watchmen..... | 6 | 2,028 | 4,158.63 | 2.05 |
| Telegraph operators and dispatchers..... | 3 | 915 | 1,358.22 | 1.48 |
| All other employes and laborers..... | 4 | 1,794 | 2,401.86 | 1.34 |
| Total (including "general officers")— Minnesota..... | 82 | 23,824 | \$45,151.07 | \$1.90 |
| Total (excluding "general officers")— Minnesota..... | 82 | 23,824 | \$45,151.07 | \$1.90 |
| DISTRIBUTION OF ABOVE: | | | | |
| Maintenance of way and structures..... | 23 | 4,896 | 5,983.35 | 1.22 |
| Conducting transportation..... | 59 | 18,928 | 39,167.72 | 2.07 |
| Total (including "general officers")— Minnesota..... | 82 | 23,824 | \$45,151.07 | 1.90 |
| Total (excluding "general officers")— Minnesota..... | 82 | 23,824 | \$45,151.07 | 1.90 |
| Total (including "general officers")— entire line..... | 3,674 | 976,837 | 1,927,318.66 | 1.97 |

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE
OF MINNESOTA.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Rev- enue and Rates. |
|--|--|-------------------------------------|
| | | Dols. Cts. Mls. |
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue..... | 60,190 | ..... |
| Number of passengers carried one mile..... | 1,897,418 | ..... |
| Number of passengers carried one mile per mile of road..... | 44,405 | ..... |
| Average distance carried..... | 27.42 | ..... |
| Total passenger revenue—page 35..... | | \$39,110.71 |
| Average amount received from each passenger..... | | .56.527 |
| Average receipts per passenger per mile..... | | .02.061 |
| Total passenger earnings—page 35..... | | 49,611.41 |
| Passenger earnings per mile of road..... | | 1,161.04 |
| Passenger earnings per train mile..... | | .91.858 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue—page 63..... | 643,884 | ..... |
| Number of tons carried one mile..... | 20,339,013 | ..... |
| Number of tons carried one mile per mile of road..... | 475,989 | ..... |
| Average distance haul of one ton..... | 31.59 | ..... |
| Total freight revenue—page 35..... | | 122,108.21 |
| Average amount received for each ton of freight..... | | .18.960 |
| Average receipts per ton per mile..... | | .00.600 |
| Total freight earnings—page 35..... | | 124,751.36 |
| Freight earnings per mile of road..... | | 2,919.53 |
| Freight earnings per train mile..... | | 1.41.539 |
| PASSENGER AND FREIGHT— | | |
| Passenger and freight revenue—page 35..... | | 161,218.92 |
| Passenger and freight revenue per mile of road..... | | 3,772.97 |
| Passenger and freight earnings—page 35..... | | 174,362.77 |
| Passenger and freight earnings per mile of road..... | | 4,080.57 |
| Gross earnings from operation—page 35..... | | 174,383.77 |
| Gross earnings from operation per mile of road..... | | 4,081.06 |
| Gross earnings from operation per train mile..... | | 1.22.677 |
| Operating expenses—page 45..... | | 190,198.38 |
| Operating expenses per mile of road..... | | 4,451.05 |
| Operating expenses per train mile..... | | 1.33.800 |
| Income from operation—page 31..... | | |
| Income from operation per mile of road..... | No income | from operation. |
| TRAIN MILEAGE— | | |
| Miles run by passenger trains..... | 54,009 | ..... |
| Miles run by freight trains..... | 88,139 | ..... |
| Total mileage trains earning revenue..... | 142,148 | ..... |
| Miles run by switching trains..... | 27,917 | ..... |
| Miles run by construction and other trains..... | 5,427 | ..... |
| Grand total train mileage..... | 175,492 | ..... |
| Mileage of loaded freight cars—north or east..... | 671,123 | ..... |
| Mileage of loaded freight cars—south or west..... | 715,197 | ..... |
| Mileage of empty freight cars—north or east..... | 270,780 | ..... |
| Mileage of empty freight cars—south or west..... | 200,581 | ..... |
| Average number of freight cars in train..... | 26 | ..... |
| Average number of loaded cars in train..... | 18 | ..... |
| Average number of empty cars in train..... | 8 | ..... |
| Average number of tons of freight in train..... | 250 | ..... |
| Average number of tons of freight in each loaded car..... | 14 | ..... |

772 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

| ITEM. | Column for Tonnage, Number Passengers, Number Trains, Mile- age, Num- ber Cars. | Columns for Revenue and Rates. | | |
|--|--|--------------------------------------|--------|--------|
| | | Dols. | Cts. | Mills. |
| PASSENGER TRAFFIC— | | | | |
| Number of passengers carried earning revenue..... | 965,720 | | | |
| Number of passengers carried one mile..... | 50,916,144 | | | |
| Number of passengers carried one mile per mile of road..... | 54,239 | | | |
| Average distance carried..... | 52.72 | | | |
| Total passenger revenue—page 35..... | | \$1,081,348.73 | | |
| Average amount received from each passenger..... | | | 1.06 | 796 |
| Average receipts per passenger per mile..... | | | .02 | 026 |
| Total passenger earnings—page 35..... | | 1,303,369.00 | | |
| Passenger earnings per mile of road..... | | 1,388.43 | | |
| Passenger earnings per train mile..... | | | 75.744 | |
| FREIGHT TRAFFIC— | | | | |
| Number of tons carried of freight earning revenue—page 63..... | 3,636,809 | | | |
| Number of tons carried one mile..... | 513,385,516 | | | |
| Number of tons carried one mile per mile of road..... | 546,894 | | | |
| Average distance haul of one ton..... | 141.16 | | | |
| Total freight revenue—page 35..... | | 3,757,198.62 | | |
| Average amount received for each ton of freight..... | | | 1.03 | 31 |
| Average receipts per ton per mile..... | | | .00 | 732 |
| Total freight earnings—page 35..... | | 3,796,596.52 | | |
| Freight earnings per mile of road..... | | 4,044.40 | | |
| Freight earnings per train mile..... | | | 1.85 | 965 |
| PASSENGER AND FREIGHT— | | | | |
| Passenger and freight revenue—page 35..... | | 4,788,547.35 | | |
| Passenger and freight revenue per mile of road..... | | | 5.101 | 09 |
| Passenger and freight earnings—page 35..... | | 5,099,965.52 | | |
| Passenger and freight earnings per mile of road..... | | | 5.432 | 86 |
| Gross earnings from operation—page 35..... | | 5,113,551.34 | | |
| Gross earnings from operation per mile of road..... | | | 5.447 | 31 |
| Gross earnings from operation per train mile..... | | | 1.35 | 543 |
| Operating expenses—page 45..... | | 3,421,434.25 | | |
| Operating expenses per mile of road..... | | | 3.644 | 75 |
| Operating expenses per train mile..... | | | .90 | 691 |
| Income from operation—page 31..... | | 1,692,117.09 | | |
| Income from operation per mile of road..... | | | 1.802 | 56 |
| TRAIN MILEAGE— | | | | |
| Miles run by passenger trains..... | 1,708,576 | | | |
| Miles run by freight trains..... | 2,014,787 | | | |
| Miles run by mixed trains..... | 49,474 | | | |
| Total mileage trains earning revenue..... | 3,772,637 | | | |
| Miles run by switching trains..... | 756,044 | | | |
| Miles run by construction and other trains..... | 384,683 | | | |
| Grand total train mileage..... | 4,913,364 | | | |
| Mileage of loaded freight cars—north or east..... | 18,371,677 | | | |
| Mileage of loaded freight cars—south or west..... | 20,086,748 | | | |
| Mileage of empty freight cars—north or east..... | 9,127,771 | | | |
| Mileage of empty freight cars—south or west..... | 6,527,003 | | | |
| Average number of freight cars in train..... | 26 | | | |
| Average number of loaded cars in train..... | 18 | | | |
| Average number of empty cars in train..... | 8 | | | |
| Average number of tons of freight in train..... | 250 | | | |
| Average number of tons of freight in each loaded car..... | 14 | | | |

(Page 61, B.)

EXPLANATORY REMARKS.

The figures showing statistics cover both the Wisconsin Central Co. and Wisconsin Central Railroad. No separation having been kept. Mileage of switching trains is based upon six miles per hour. Basis upon which the per mile of road items are figured is 988.73, arrived at as follows:

| | |
|--|----------|
| Wisconsin Central Co. mileage operated, page 67..... | 422.34 |
| Wisconsin Central R. R. mileage operated, page 67..... | 581.80 |
| Total..... | 1,004.14 |
| Less mileage owned but not operated by W. C. Co. and W. C. R. R..... | 65.41 |
| | 938.73 |

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

| COMMODITY. | Freight Originat- ing on this Road. Tons. | Freight Received from Con- necting Roads and Other Carriers. Tons. | TOTAL FREIGHT TONNAGE. | |
|--|---|---|---------------------------|--------------|
| | | | Whole Tons. | Per Cent. |
| Grain..... | 18,512 | 7,454 | 25,966 | 4.03 |
| Flour..... | 158,231 | 21,568 | 179,799 | 27.93 |
| Other mill products..... | 41,336 | 5,040 | 46,376 | 7.20 |
| Hay..... | 32 | 3,239 | 3,271 | .51 |
| Tobacco..... | ..... | 942 | 942 | .15 |
| Fruit and vegetables..... | 135 | 3,951 | 4,086 | .63 |
| Potatoes..... | 1,488 | 4,652 | 6,140 | .95 |
| Live stock..... | 354 | 1,983 | 2,337 | .36 |
| Dressed meats..... | 836 | 511 | 1,347 | .21 |
| Other packing house products..... | 1,757 | 846 | 2,603 | .40 |
| Poultry, game and fish..... | 105 | 1,172 | 1,277 | .20 |
| Wool..... | 42 | 388 | 430 | .07 |
| Hides and leather..... | 1,243 | 1,043 | 2,286 | .36 |
| Anthracite coal..... | ..... | 13,452 | 13,452 | 2.09 |
| Bituminous coal..... | ..... | 32,654 | 32,654 | 5.07 |
| Coke..... | 18 | 2,536 | 2,554 | .40 |
| Stone, sand and other like articles..... | 65 | 7,376 | 7,441 | 1.16 |
| Salt..... | ..... | 1,896 | 1,896 | .29 |
| Lumber, lath and shingles..... | 806 | 72,859 | 73,725 | 11.45 |
| Charcoal..... | ..... | 282 | 282 | .04 |
| Other forest products..... | 76 | 33,490 | 33,566 | 5.21 |
| Petroleum and other oils..... | 20 | 12,986 | 13,006 | 2.02 |
| Sugar..... | ..... | 2,479 | 2,479 | .39 |
| Iron, pig and bloom..... | 204 | 6,406 | 6,670 | 1.04 |
| Iron and steel rails..... | 481 | 10,672 | 11,153 | 1.73 |
| Other castings and machinery..... | 467 | 13,064 | 13,501 | 2.10 |
| Bar and sheet metal..... | 88 | 6,797 | 6,885 | 1.07 |
| Cement, brick and lime..... | 165 | 6,753 | 6,918 | 1.07 |
| Agricultural implements..... | 372 | 2,556 | 2,928 | .45 |
| Wagons, carriages, tools, etc..... | 23 | 8,371 | 8,394 | 1.30 |
| Wines, liquors and beers..... | 56 | 5,680 | 5,745 | .89 |
| Household goods and furniture..... | 2,489 | 2,658 | 5,147 | .80 |
| Tile..... | ..... | 197 | 197 | .04 |
| Merchandise..... | 7,006 | 25,831 | 32,837 | 5.11 |
| Ice..... | ..... | 3 | 3 | ..... |
| Miscellaneous, other commodities not men- tioned above..... | 12,019 | 73,512 | 85,531 | 13.28 |
| Total tonnage—Minnesota..... | 248,546 | 395,338 | 643,884 | 100.00 |
| Total tonnage—Entire line..... | 2,961,257 | 675,552 | 3,636,809 | 100.00 |

(Page 65.)

DESCRIPTION OF EQUIPMENT.

| ITEM. | Number Added during Year. | Total Number at End of Year. | Equipment Fitted with Train Brake. | | Equipment Fitted with Automatic Coupler. | | |
|---------------------------------------|---------------------------|------------------------------|------------------------------------|-----------------|---|---|--|
| | | | No. | Name. | No. | Name. | |
| LOCOMOTIVES—Owned and Leased: | | | | | | | |
| Passenger..... | | 28 | 28 | Westinghouse... | | | |
| Freight..... | 3 | 63 | 63 | Westinghouse... | | | |
| Switching..... | | 18 | 18 | Westinghouse... | | | |
| Total locomotives in service.... | 3 | 109 | 109 | | | | |
| Less locomotives leased..... | | 71 | 71 | | | | |
| Total locomotives owned..... | | 38 | 38 | | | | |
| CARS—Owned and Leased: | | | | | | | |
| IN PASSENGER SERVICE— | | | | | | | |
| First-class cars..... | | 30 | 30 | Westinghouse... | 30 | Miller. | |
| Second-class cars..... | | 8 | 8 | Westinghouse... | 8 | Miller. | |
| Combination cars..... | | 8 | 8 | Westinghouse... | 8 | Miller. | |
| Dining cars..... | | 4 | 4 | Westinghouse... | 4 | Cowell. | |
| Parlor cars..... | | 5 | 5 | Westinghouse... | 5 | Miller. | |
| Baggage, express and postal cars..... | | 24 | 24 | Westinghouse... | 24 | Miller. | |
| Total..... | | 79 | 79 | | 79 | | |
| IN FREIGHT SERVICE— | | | | | | | |
| Box cars..... | 440 | 2,792 | 1,688 | Westinghouse... | <div><div>1</div><div>37</div><div>400</div><div>581</div><div>798</div><div>68</div><div>40</div><div>90</div><div>1</div></div> | <div>Gould.</div> <div><div>1</div><div>2</div> Lit. G't</div> <div>Drexel.</div> <div>Standard.</div> <div>Chicago.</div> <div>Janney.</div> <div>Janney.</div> <div>Chicago.</div> <div>Standard.</div> <div>Little Giant</div> | |
| Flat cars..... | 100 | 200 | 135 | Westinghouse... | <div><div>15</div><div>30</div></div> | <div>Janney.</div> <div>Trojan.</div> | |
| Stock cars..... | | 16 | | | | | |
| Coal cars..... | 30 | 99 | 30 | Westinghouse... | | | |
| Tank cars..... | | 3 | | | | | |
| Refrigerator cars..... | | 23 | | | | | |
| Other cars in freight service..... | | 1,763 | 1,763 | Westinghouse... | <div><div>1,172</div><div>588</div><div>1</div><div>1</div></div> | <div>Janney.</div> <div><div>1</div><div>2</div> Chicago.</div> <div>Drexel.</div> <div>National.</div> | |
| Total..... | 570 | 4,896 | 3,616 | | 3,825 | | |
| IN COMPANY'S SERVICE— | | | | | | | |
| Caboose cars..... | 1 | 38 | 13 | Westinghouse... | <div><div>9</div><div>4</div></div> | <div>Chicago.</div> <div>Drexel.</div> | |
| Other road cars..... | | 2 | | | | | |
| Total..... | 1 | 40 | 13 | | 13 | | |
| Total cars in service..... | | 5,015 | 3,708 | | 3,838 | | |
| Less cars leased..... | | 2,488 | 1,225 | | 1,345 | | |
| Total cars owned..... | | 2,527 | 2,483 | | 2,493 | | |

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies. | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|---------------------|--------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| | | | | | | | | | | |
| Miles of single track | 203.36 | 61.55 | ..... | ..... | 131.12 | 26.31 | 422.34 | 6.88 | 58.69 | 337.34 |
| Miles of yard track and sidings..... | 58.74 | ..... | ..... | ..... | 27.75 | ..... | 86.49 | 3.48 | 86.49 | ..... |
| Total mileage operated (all tracks). | 262.10 | 61.55 | ..... | ..... | 158.87 | 26.31 | 508.83 | 10.36 | 145.18 | 337.34 |

B. Mileage of Line Operated by States and Territories (Single Track).

| STATE OR TERRITORY— | ..... | 10 | ..... | ..... | 58.25 | 7.84 | 66.19 | .24 | 9.03 | 48.72 |
|--|--------|-------|-------|-------|--------|-------|--------|-------|-------|--------|
| Illinois ..... | ..... | 45.62 | ..... | ..... | 72.87 | 1.32 | 262.36 | 6.83 | 42.85 | 248.19 |
| Wisconsin | 172.55 | 1.63 | ..... | ..... | ..... | 17.15 | 42.73 | ..... | 1.63 | 23.95 |
| Minnesota | 23.95 | 14.20 | ..... | ..... | ..... | ..... | 21.06 | * .19 | 4.58 | 16.48 |
| Michigan | 6.86 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total mileage operated (single track) .. | 203.36 | 61.55 | ..... | ..... | 131.12 | 26.31 | 422.34 | 6.88 | 58.69 | 337.34 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OR TERRITORY. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|--|---------------------------------------|------------------------|----------------------------|--|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| | | | | | | |
| Illinois ..... | ..... | 10 | 10 | ..... | 10 | ..... |
| Wisconsin | 172.55 | 45.62 | 218.17 | 6.20 | 35.93 | 182.24 |
| Minnesota | 23.95 | 1.63 | 25.58 | ..... | 1.63 | 23.95 |
| Michigan | 6.86 | 14.20 | 21.06 | .19 | 4.58 | 16.48 |
| Total mileage owned (single track) | 203.36 | 61.55 | 264.91 | 6.01 | 42.24 | 222.67 |

* Deduct.

(Page 87, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

| LINE IN USE. | LINE REPRESENTED BY CAPITAL STOCK. | | Line of Proprietary Companies | Line Operated Under Lease. | Line Operated Under Contract, Etc. | Line Operated Under Trackage Rights. | Total Mileage Operated. | New Line Constructed During Year. | RAILS. | |
|--------------------------------------|------------------------------------|---------------------|-------------------------------|----------------------------|------------------------------------|--------------------------------------|-------------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | | | | | Iron. | Steel. |
| Miles of single track..... | 23.95 | 1.63 | ..... | ..... | ..... | 17.15 | 42.73 | ..... | 1.63 | 41.10 |
| Miles of yard track and sidings..... | 6.90 | ..... | ..... | ..... | ..... | ..... | 6.90 | ..... | 6.90 | ..... |
| Total mileage operated (all tracks). | 30.85 | 1.63 | ..... | ..... | ..... | 17.15 | 49.63 | .77 | 8.53 | 41.10 |

B. Mileage of Line Operated by States and Territories (Single Track).

| | | | | | | | | | | |
|--|-------|------|-------|-------|-------|-------|-------|-------|------|-------|
| STATE OF MINNESOTA— | | | | | | | | | | |
| Minnesota..... | 23.93 | 1.63 | ..... | ..... | ..... | 17.15 | 42.73 | ..... | 1.63 | 41.10 |
| Total mileage operated (single track). | 23.93 | 1.63 | ..... | ..... | ..... | 17.15 | 42.73 | ..... | 1.63 | 41.10 |

C. Mileage of Line Owned by States and Territories (Single Track).

| STATE OF MINNESOTA. | LINE REPRESENTED BY CAPITAL STOCK. | | Total Mileage Owned. | New Line Constructed During Year. | RAILS. | |
|---|------------------------------------|---------------------|----------------------|-----------------------------------|--------|--------|
| | Main Line. | Branches and Spurs. | | | Iron. | Steel. |
| | | | | | | |
| Minnesota..... | 23.93 | 1.63 | 25.56 | | 1.63 | 23.93 |
| Total mileage owned (single track)..... | 23.93 | 1.63 | 25.56 | | 1.63 | 23.93 |

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

| NEW TIES LAID DURING YEAR—KIND. | Number. | Average Price at Distributing Point. |
|---------------------------------|---------|--------------------------------------|
| 1st oak | 2,888 | \$0.48 |
| 2d oak | 205 | .13 |
| 1st hemlock | 1,054 | .20 |
| 1st elm | 34 | .20 |
| Soft | 250 | .08 |
| Switch | 80 | .25 |
| Total | 4,511 | \$0.37 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Coal, Tons, Bituminous. | Wood, Cords, Soft. | Total Fuel Consumed, Tons. | Miles Run. | Average Pounds Consumed Per Mile. |
|--------------------------------------|-------------------------|--------------------|----------------------------|------------|-----------------------------------|
| Passenger | 1,953 | 17 | 1,961 | 38,714 | 107.1 |
| Freight | 4,670 | 40 | 4,690 | 92,578 | 107.6 |
| Switching | 1,408 | 12 | 1,414 | 27,917 | 72.3 |
| Construction | 83 | 1 | 84 | 1,657 | 94.4 |
| Total | 8,114 | 70 | 8,149 | 160,866 | 101.5 |
| Average cost at distributing point.. | \$1.64 | \$0.60 | \$1.64 | ..... | ..... |

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

| KIND OF ACCIDENT. | EMPLOYEES. | | | | | | | |
|---------------------------------|------------|---------|----------------------------------|---------|------------------|---------|---------|---------|
| | Trainmen. | | Switchmen, Flagmen and Watchmen. | | Other Employees. | | Total. | |
| | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd | Killed. | Injur'd |
| Falling from trains and engines | 1 | | | | | | 1 | |
| Deraillments | 1 | | | | | | 1 | |
| At stations | | 1 | | | | 1 | | 2 |
| Total | 2 | 1 | | | | 1 | 2 | 2 |

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EXPLANATORY REMARKS.

Trainmen—Other Train Accidents—Fell from top of cars and run over, account air hose bursting and setting air suddenly.

Employees—Other Causes—Caught between car and plow follower, scalded by steam from blow-off cock while working in cinder pit.

CHARACTERISTICS OF ROAD- STATE OF MINNESOTA.

(Page 73.)

| WORKING DIVISIONS OR BRANCHES. | | ALIGNMENT. | | | PROFILE. | | | | | |
|--|-------------------------|------------|--------------------------------------|---|---|-------------------|-----------------------------|--|-----|---|
| From | To | Miles. | Num- ber of Curves. | Aggreg't Length of Curved Line. Miles. | Length of Straight Line. Miles. | Ascending Grades. | | Descending Grades. | | |
| | | | | | | No. | Sum of Ascents. Feet. | Aggregate Length of Ascending Grades. Miles. | No. | Sum of Descents. Feet. |
| | | | | | | | | | | Aggregate Length of Descending Grades. Miles. |
| Wisconsin state line..... | Trout Brook Junction... | 23.69 | 53 | 8.99 | 14.70 | 23 | 499 | 10.19 | 21 | 456 |
| Mississippi street connec- tion, St. Paul | | .26 | Cannot give char- acteristics. | | 2.82 | | | | | |
| Total..... | | 23.95 | 53 | 8.99 | 14.70 | 23 | 499 | 10.19 | 21 | 456 |
| | | | | | | | | | | 10.68 |

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

| ITEM. | Number. | Aggregate Length. | Minimum Length. | Maximum Length. | ITEM. | Number. | Height of Lowest Above Surface of Rail. |
|----------------|---------|-------------------|-----------------|-----------------|-----------------------------|---------|---|
| | | Ft. In. | Ft. In. | Ft. In. | | | Ft. In. |
| BRIDGES— | | | | | | | |
| Iron | 1 | 144.5 | 144.5 | 144.5 | Overhead Highway Crossings— | | |
| Total | 1 | 144.5 | | | Trestles | 4 | 17.4 |
| Trestles | 15 | 989.9 | 31.6 | 125.8 | Total | 4 | |

Gauge of track, 4 feet 8½ inches. 25.58 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

| Miles of Line. | Miles of Wire. | Operated by this Company. | | Operated by Another Company. | | |
|----------------|----------------|---------------------------|----------------|------------------------------|----------------|---|
| | | Miles of Line. | Miles of Wire. | Miles of Line. | Miles of Wire. | Name of Operating Company |
| 23.69 | 71.07 | 23.69 | 71.07 | | | Poles owned jointly with West. Union Tel. Co. Wires owned and operated by each exclusively. |

B. Owned by Another Company, but Located on Property of Road Making this Report.

| Miles of Line. | Miles of Wire. | Name of Owner. | Name of Operating Company. |
|----------------|----------------|----------------------------------|-----------------------------|
| ..... | 74.20 | Western Union Telegraph Co | Western Union Telegraph Co. |

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock, Not the Property of Railroads, Nor Consigned for Use by Lease.

| CARS USED. | | COMPENSATION. | |
|---|---------------------------|---------------|------------|
| Name of Owner. | Description. | Rate, Cents. | Amount. |
| Armour Car Lines..... | Box and refrigerator..... | 6-10, 3-4 & 1 | \$8,319.71 |
| American Refrigerator Transit Co..... | Refrigerator..... | 3-4 and 1 | ..... |
| American Cotton Oil Co..... | Tank..... | 3-4 | 3.49 |
| Anglo-American Refrigerator Car Co..... | Refrigerator..... | 3-4 and 1 | 22.46 |
| American Live Stock Trans. Co..... | Stock..... | 6-10 | 24.14 |
| Atl. Stone, Coal & Lumber Line..... | Flat and coal..... | 6-10 | 12.30 |
| American Cereal Co. Despatch..... | Box..... | 6-10 | 10.62 |
| Arms Palace Horse Car Co..... | Stock..... | 6-10 | 37.66 |
| Austell Refrigerator Line..... | Refrigerator..... | 3-4 | 10.45 |
| American Tank Line..... | Tank..... | 3-4 | 9.59 |
| Barney & Smith Car Co..... | Flat..... | 6-10 | .26 |
| Barrett & Barrett..... | Box..... | 6-10 | .39 |
| Brill, J. G. Co..... | Box..... | 6-10 | 2.77 |
| Burton Stock Car Co..... | Stock..... | 6-10 | 1.78 |
| Chicago Refrigerator Car Co..... | Refrigerator..... | 3-4 | 588.97 |
| Canda Cattle Car Co..... | Stock..... | 6-10 | 77.62 |
| Continental Fruit Express..... | Refrigerator..... | 3-4 | 125.29 |
| Chicago, N. Y. & Boston Ref. Line..... | Refrigerator..... | 3-4 | 168.38 |
| California Fruit Transportation Co..... | Refrigerator..... | 3-4 | 168.18 |
| Commerce Despatch Line..... | Box..... | 6-10 | 46.22 |
| Cleveland Refining Co..... | Tank..... | 3-4 | 6.96 |
| Cedar Rapids Refrigerator Express..... | Refrigerator..... | 3-4 | 6.70 |
| Central Equipment Co..... | Box..... | 6-10 | 11.82 |
| Consolidated Cattle Car Co..... | Stock..... | 6-10 | 1.90 |
| Cudahy Refrigerator Line..... | Refrigerator..... | 3-4 | 3.46 |
| Craig Oil Co..... | Tank..... | 3-4 | 2.11 |
| Dairy Dealers Despatch..... | Refrigerator..... | 3-4 | 60.73 |
| Doid, J., Packing Co..... | Refrigerator..... | 3-4 | 13.56 |
| Excelsior Horse Car Line..... | Stock..... | 6-10 | 26.55 |
| Frick, H. C., Coke Co..... | Coal..... | 6-10 | 5.28 |
| Freedom Oil Works..... | Tank..... | 3-4 | 5.05 |
| Fargo Linseed Oil Mills..... | Tank..... | 3-4 | 4.84 |
| Germania Refining Co..... | Tank..... | 3-4 | 9.94 |
| Hammond Refrigerator Line..... | Refrigerator..... | 6-10 and 3-4 | 78.32 |
| Havens, C. B. & Co..... | Box..... | 6-10 | 5.34 |
| Horlick Food Co. Car Line..... | Box..... | 6-10 | .08 |
| Interior & Seaboard Refg. Line..... | Refrigerator..... | 3-4 | 18.13 |
| Indianapolis Refining Co..... | Tank..... | 3-4 | 6.97 |
| Kansas City Dressed Beef Line..... | Refrigerator..... | 3-4, 6-10 & 1 | 851.21 |
| Kingman Company..... | Box..... | 6-10 | 16.73 |
| Knickerbocker Ice Co..... | Box..... | 6-10 | 1.16 |
| Kansas Mfg. Despatch..... | Box..... | 6-10 | 3.10 |
| Keystone Live Stock Express..... | Stock..... | 6-10 | 1.12 |
| Laurel Hill Car & Coal Co..... | Box, stock and gond..... | 6-10 | 22.05 |
| Libby, McNeill & Libby..... | Refrigerator..... | 3-4 and 1 | 90.95 |
| Lipton Car Lines..... | Refrigerator..... | 3-4 and 1 | 45.00 |
| Menasha Woodenware Co..... | Box..... | 6-10 | 814.57 |
| Morris Refrigerator Line..... | Refrigerator..... | 1 | 33.48 |
| Manhattan Oil Co..... | Tank..... | 3-4 | 102.86 |
| Mather Stock Car Co..... | Stock..... | 6-10 | 52.57 |
| Mann Bros..... | Box..... | 6-10 | 2.66 |
| North & South Rolling Stock Co..... | Box and refrigerator..... | 6-10 and 3-4 | 78.24 |
| National Rolling Stock Co..... | Box..... | 6-10 | 16.36 |
| New England Car Co..... | Stock..... | 6-10 | .88 |
| Omaha Packing Co..... | Refrigerator..... | 3-4 and 1 | 16.21 |
| Pullman's Palace Car Co..... | Sleeper and tourist..... | 1 | 589.98 |
| Paragon Refining Co..... | Tank..... | 3-4 | 24.29 |
| Peerless Transit Co..... | Tank..... | 3-4 | 11.86 |
| Peavey Grain Line Co..... | Box..... | 6-10 | 29.63 |
| Pennsylvania Refining Co..... | Tank..... | 3-4 | 4.80 |
| Riddle Coach & Hearse Co..... | Flat..... | 6-10 | 5.59 |
| Rumley, M. & Co..... | Flat..... | 6-10 | 2.42 |
| Ry. Car Assn. Refrigerator Line..... | Refrigerator..... | 3-4 | 3.21 |
| Swift Live Stock Trans. Co..... | Stock..... | 6-10 | .74 |
| Swift Refrigerator Line..... | Refrigerator..... | 6-10, 3-4 & 1 | 870.40 |
| Streets Western Stable Car Line..... | Stock..... | 6-10 | 1,346.89 |
| St. Paul Refrigerator Car Co..... | Refrigerator..... | 3-4 and 1 | 96.21 |

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CAR MILEAGE—Continued.

Paid or Allowed for Rolling Stock, Not the Property of Railroads, Nor Consigned for Use by Lease.

| CARS USED. | | COMPENSATION. | |
|--|--------------------|---------------|-------------|
| Name of Owner. | Description. | Rate, Cents. | Amount. |
| St. Louis Refrigerator Car Co..... | Refrigerator..... | 3-4 and 1 | \$76.97 |
| St. Charles Refrigerator Despatch..... | Refrigerator..... | 3-4 | 51.15 |
| Southern Despatch Lumber Line..... | Flat and box..... | 6-10 | 300.39 |
| Southern Freight Line..... | Flat and coal..... | 6-10 | 16.53 |
| Union Tank Line..... | Rack and tank..... | 6-10 and 3-4 | 5,064.97 |
| Union Refrigerator Trans. Co..... | Refrigerator..... | 1 and 3-4 | 6,000.20 |
| Venice Transportation Co..... | Flat..... | 6-10 | 19.23 |
| Western Refrigerator Line..... | Refrigerator..... | 1 and 3-4 | 128.72 |
| Western Refrigerator Transit Co..... | Refrigerator..... | 1 and 3-4 | 286.19 |
| Weaver Coal Co..... | Coal..... | 6-10 | 37.70 |
| Wagner Palace Car Co..... | Sleeper..... | 3 | 13.86 |
| Total..... | | | \$22,710.73 |

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